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ORIGINAL EXHIBITS

Supreme Court of the United States

OCTOBER TERM, 1928

No. 612

ALEXANDER SPRUNT & SON, INC., ANDERSON, CLAYTON & CO., HOUSTON COMPRESS COMPANY ET AL., APPELLANTS,

vs.

THE UNITED STATES OF AMERICA, INTERSTATE COMMERCE COMMISSION, ARKANSAS COTTON TRADE ASSOCIATION ET AL.

APPEAL FROM THE DISTRICT COURT OF THE UNITED STATES FOR THE SOUTHERN DISTRICT OF TEXAS

FILED DECEMBER 31, 1928

(33,921)

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[fol. 1] **Exhibit No. 7, Hershey**

(Copy)

Office of Railroad Commission of Texas

Circular No. 401

GENERAL ORDER

Austin, Texas, March 16, 1897.

Whereas this Commission has decided that the track of the Galveston Wharf Company's railroad is a "railroad" under the jurisdiction of the Railroad Commission of Texas;

And whereas this Commission has given the ten days' notice required by law of its intention to fix the rates for freight and passengers on said Wharf Company's railroad and all connecting railroads; and this question having been duly considered by the Commission;

It is hereby ordered by this Commission that all classifications, rulings and rates heretofore by it adopted or approved, and all classifications, rulings and rates which it shall hereafter adopt or approve for the transportation of general merchandise and commodities of all kinds and classes between the City of Galveston and other points in the State of Texas, shall, on and after the 8th day of April, 1897, apply and be in force from and to all points of shipment and delivery of such merchandise and commodities in the City of Galveston reached by the line of each railroad company entering the City of Galveston, either with its own tracks or in connection with the tracks of the Galveston Wharf Company.

It is further ordered that each railroad company, having and operating a line of railroad in the transportation of freight from and to and within the City of Galveston, shall furnish to shippers at points upon their tracks in said city at which it is customary or practicable to load freights, the cars required to receive shipments which are intended to be forwarded from Galveston to points in Texas, and

the railroad companies accepting such shipments shall assess charges for their transportation from the points at which they are loaded to final destination at and under the classifications, rulings and rates prescribed or approved by this Commission for application from Galveston to such final destination;

And it is further ordered that each railroad company having and operating a line of railroad in the transportation of freight from and to and within the City of Galveston, shall deliver at such points reached by its own tracks or in connection with the tracks of the Galveston Wharf Company in that city, at which it is customary or practicable to deliver freights, as may be designated by shippers or consignees for such delivery, the freights by them transported from points in Texas and destined and consigned to Galveston, and the charges for such transportation from original shipping points to points of final delivery shall be made at and under the classifications, rulings and rates prescribed or approved by this Commission for the transportation of such freights from their point of origin to Galveston; and delivery of freight at a point of delivery in the City of Galveston having been effected in accordance with the provisions hereof, the obligations of railroad companies in such respect shall cease, and further service required of railroad companies in the removal of shipments from their point of delivery, as herein provided, to a point in the City of Galveston thereafter selected by the shippers of consignees, shall be subject to the customary charge for switching.

John H. Reagan, Chairman; L. J. Storey, Allison Mayfield, Commissioners.

I hereby certify that the above is a true and correct copy of Circular No. 401, this day adopted by the Railroad Commission of Texas.

Given under my hand and the seal of the Railroad Commission of Texas, at the City of Austin, this the 16th. day of March, 1897.

J. J. Arthur, Secretary. (Seal.)

[fol. 2] **Exhibit A-1**

Copy

File No. A-25

Houston Belt & Terminal Railway Company

Houston, Texas, Sept. 10, 1923.

Mr. Lawrence B. McCord, Cotton Hotel, Houston, Texas.

DEAR SIR: Referring to our conversation in Mr. Levy's office and in compliance with request made at that time, I am attaching a list of cotton factors at Houston, also, compress at which delivery of their cotton is made.

As to the method of handling cotton at this station under Domestic and Export rate, wish to advise that all cotton delivered to compresses billed destination Houston, charges are assessed on domestic rate.

Cotton received on through or export bills of lading, the export rate is used.

If cotton is received consigned to Houston and is, within proper time, declared for export, the export rate is applied.

Wish to further advise that we have not received instructions from General Freight Agents from any of the lines of which I am Agent, T&BV, GC&SF, and GCL, regarding policying of export and domestic cotton, i. e., cotton that is consigned locally to Houston concerns placed to compress and later delivered or switched to shipside.

Yours truly, (Signed) W. S. Clark.

WSC:P.

[fol. 3]

Exhibit A-2

Shipments of cotton moving from Texas points, consigned to various parties at Houston, on which the intrastate rates were applied and for which vessel space had been reserved before the cotton left the point of origin

Bales	From	W:B date	Space reserved	Car number	Delivering carrier	Vessel	For'gn dest.
25	Taylor	10: 2:23	8:14:23	Penn 75465	MK&T	Werra	Bremen
75	"	10: 2:23	8:14:23	" 81944	"	"	"
50	"	10: 2:23	8:14:23	" 75465	"	"	"
50	"	10: 2:23	8:14:23	MKT 55534	"	"	"
100	Giddings	10:11:23	6:23:23	NYC 222857	SA&AP	"	"
100	"	10:11:23	6:23:23	SAAP 8463	"	"	"
66	Sulphur Spgs.	.....	9: 6:23	DRT 62963	MK&T	Brush	Havre
42	" "	9: 8:23	9: 6:23	MP 6172	"	"	"
50	" "	9: 8:23	9: 6:23	SLSF 44681	"	"	"
38	" "	8:30:23	8:23:23	MP 20616	"	Connes Peak	"
62	Greenville	8:31:23	8:23:23	MKT 74757	"	"	"
75	Taylor	10: 2:23	7:26:23	So 160242	"	City of Fairbury	"
25	"	10: 2:23	7:26:23	MKT 55534	"	"	"
25	Greenville	9: 4:23	8:23:23	Penn 559802	"	Connes Peak	"
50	"	9: 3:23	8:23:23	SLBM 1251	"	"	"
62	"	8:31:23	8:23:23	MKT 74757	"	"	"

[fol. 4] **Exhibit A-3**

Copy

File 113-B

Galveston, Houston and Henderson Railroad Company, Galveston, Texas

James Witherow, Joint Agent

G. H. & H. R. R., I. & G. N. Ry., M. K. & T. Ry. of Texas

Sept. 21, 1923.

Mr. Lawrence B. McCord, Special Agent, Interstate Commerce Commission, Galvez Hotel, Galveston, Texas.

DEAR SIR: Our conversation date.

In the assessment on local and export cotton reaching Galveston the following rules govern our handling and as I understand it are uniform with all the Galveston Bay Lines.

Through Bills of Lading:

I mean those into which a European or Asiatic destination has been written and on which a through rate to such destination has been quoted, the steamer rate having been confirmed by contract on file. The Export rail rate is always assessed, no matter where the Steamship Agent will elect it delivered and his signature as receipt for the cotton is always required. Occasionally such cotton will be ordered by the Steamship Agent to a Shipside Density Press and the export rate in such cases will be assessed and receipt from the Steamship Agent demanded.

Domestic or Local Bs:L:

Cotton covered by these may be distributed in three classes namely:

First. Those covering cotton arriving for, and delivered to consignees at Presses or Yards away from the Bay Front, and on which the local rate is always assessed.

Second. Those covering cotton ordered by Brokers or Consignees direct to shipside and for which we are securing Steamship Agent's receipts. On these the export rate is always assessed.

Third. Those covering cotton ordered by Brokers or Consignees to any one of the Shipside Density Presses for high densitying. When the wording or clause 'For Export,' is written within these domestic Bs:L or waybills, the export rate is assessed. When the wording or clause 'For Export' does not appear on such domestic Bs:L, the local rate is assessed. Cotton handled under this heading is covered by receipts from the Shipside Density people, whom we consider as Agents for the Broker or consignee, who order the cotton to these plants.

Yours truly (Signed) Jas. Withrow, Agent.

CA.

[fol. 5] **Exhibit A-4**

Copy

Gulf, Colorado and Santa Fe Railway Company

A. W. Dunham, Agent

Galveston, Texas, Sept. 18, 1923.

A-84.

Mr. Lawrence B. McCord, Special Agent, Interstate Commerce Commission, c-o Hotel Galvez, Galveston, Texas.

DEAR SIR: With reference to conversation had with you yesterday, beg to advise that on cotton received at Galveston and delivered to Shipside Density compresses, we handle it in a like manner as that delivered to other compresses in Galveston not located on the Wharf front.

When cotton is covered by local bills of lading not carrying notation "For Export" local rates are assessed and collected. When cotton is billed on thru export bills of lading or on local export bills of lading showing "For Export", the export rates are assessed and collected. On all cotton delivered at the shipside compresses where local rates are collected, we take delivery receipts from the compress company in accordance with the orders furnished the carriers by the consignees or their agents.

Yours truly, (Signed) A. W. Dunham.

AWD:ES.

[fol. 6]

Exhibit A-5

Shipments of Cotton Moving from Texas Points Consigned to Various Parties at Galveston, on Which the Intra-state Rates Were Applied and for Which Vessel Space Had Been Reserved Before the Cotton Left the Point of Origin

Bales	From	W. B. date	Space reserved	Car number	Delivering carrier	Vessel	Forgn. dest.
40	Mart	8:29:23	8:20:23	CNW 47408	I. & G. N.	.....	Bremen
62	Clarksville	9: 7:23	6: 8:23	TP 15422	"	Hegira	Liverpool
71	Paris	9: 7:23	6: 8:23	TP 40395	"	"	"
75	Cuero	8:22:22	7:22:22	L & N 5020	Sa. Fe	Federal	Havre
50	Corpus Chr.	8:15:23	6:27:23	B:4 43128	" "	.....	"
75	Lockhart	8:10:23	7:28:23	RI 44691	M. K. & T.	Lowther Castle	Ghent
75	"	8:11:23	7:28:23	MKT 82189	"	"	"

[fol. 7] **Exhibit A-8**

TEXAS LINES' CIRCULAR NO. 1-C, ITEM NO. 285-A

NOTE B.—On shipments from a team track or industry track on one line to an industry track on another line the through charge shall be determined by adding together the following factors:

For originating line	$7.50
For delivering line	Charge as shown in Note C for service performed.
For intermediate line, if any	Charge as shown in Note C for service performed.

NOTE C.—For switching service of delivering line from transfer track to an industry track on its line, also for switching service of each intermediate line on cars moved from transfer track of one line to transfer track of another line the following charges shall apply:

For distances 1 mile and less	$2.25
For distances 2 miles and over 1 mile	3.00
For distances over 2 miles	3.75

(Here follows Exhibit No. A-10, marked side folio pages 8 and 9)

[fol. 10] **Exhibit A-13, I. C. C. 14940**

This exhibit shows the extent to which indirect, out of line, or back haul service is being performed by the railroads in the concentrating of cotton at interior concentrating points.

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Gulf, Colorado & Santa Fe	5
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K. C. M. & O.*	24
Missouri-Kansas-Texas	10
Panhandle & Santa Fe	28
San Antonio & Aransas Pass	3
S. A. U. & G.*	23

*In pencil in copy.

	Value	Capacity (bales)
Exporters Comp. & Whse. Co	$500,000	80,000
Wolfe Warehouse	$120,000	10,000
Houston Compress Co. (Old)	$750,000	100,000
Houston Compress Co. (New)	$1,600,000	75,000
International Warehouse	$35,000	10,000
Magnolia Warehouse & Storage Co	$1,000,000	75,000
Menkwa Comp. Co	$350,000	30,000
Merchants Comp. & Whse. Co	$500,000	50,000
Sanders Warehouse	$50,000	5,000
Southern Comp. & Whse. Co	$250,000	15,000
Ship Channel Comp. Co	$550,000	60,000
[fol. 9]		
Shippers Compress Co. (Clinton)	$250,000	30,000
Shippers Compress Co	$750,000	50,000
Turning Basin Comp. Co	$475,000	45,000
Union Comp. & Whse Co. (Bayou City)	$250,000	20,000
	$7,230,000	655,000

There is also some cotton handled by drays from certain
made by the drays vary with conditions but in no case is it l

In addition to the charges shown above for transportati
following additional expenses which the shipper must pay:

For loading into cars 10 cents per bale.

For unloading from cars 4 cents per bale.

	Value	Capacity (bales)	Served by	Charges for switching or barge service: Wharves 1-2-3-4, served by I-GN and HB&T	Wharves 7-8, served by Sou. Pac.	Manchester, served by I-GN, HB&T	Long Beach, served by I-GN	Ship channel comp. dock, served by I-GN
...p. & Whse. Co.....	$500,000	80,000	Sou. Pac.	$14.40 car	$8.10 car	$14.40 car	$16.20 car	$16.20 car
			Barge	14¢ bale	14¢ bale	14¢ bale	14¢ bale	14¢ bale
...use	$120,000	10,000	I-GN	$8.10 car	$16.20 car	$8.10 car	$8.10 car	$8.10 car
			Barge	14¢ bale	14¢ bale	14¢ bale	14¢ bale	14¢ bale
...ress Co. (Old).....	$750,000	100,000	I-GN	$8.10 car	$16.20 car	$8.10 car	$8.10 car	$8.10 car
			Sou. Pac.	14.40 "	8.10 "	14.40 "	16.20 "	16.20 "
			HB&T	6.30 "	14.40 "	6.30 "	14.40 "	14.40 "
...ress Co. (New).....	$1,600,000	75,000	I-GN	$8.10 car	$16.20 car	$8.10 car	No switching	$8.10 car
			Barge	14¢ bale	14¢ bale	14¢ bale	or barge service involved	14¢ bale
...Warehouse	$35,000	10,000	I-GN	$8.10 car	$16.20 car	$8.10 car	$8.10 car	$8.10 car
			HB&T	6.30 "	14.40 "	6.30 "	14.49 "	14.40 "
...rehouse & Storage Co...	$1,000,000	75,000	I-GN	$8.10 car	$16.20 car	$8.10 car	$8.10 car	$8.10 car
			Sou. Pac.	14.40 "	8.10 "	14.40 "	16.20 "	16.20 "
			Barge	14¢ bale	14¢ bale	14¢ bale	14¢ bale	14¢ bale
...Co.....	$350,000	30,000	I-GN	$8.10 car	$16.20 car	$8.10 car	$8.10 car	$8.10 car
			Sou. Pac.	14.40 "	8.10 "	14.40 "	16.20 "	16.20 "
			HB&T	6.30 "	14.40 "	6.30 "	14.40 "	14.40 "
...p. & Whse. Co.....	$500,000	50,000	I-GN	$8.10 car	$16.20 car	$8.10 car	$8.10 car	$8.10 car
			SA&AP	14.40 "	16.20 "	14.40 "	16.20 "	16.20 "
			Barge	14¢ bale	14¢ bale	14¢ bale	14¢ bale	14¢ bale
...house	$50,000	5,000	I-GN	$8.10 car	$16.20 car	$8.10 car	$8.10 car	$8.10 car
...p. & Whse. Co.....	$250,000	15,000	I-GN	$8.10 car	$16.20 car	$8.10 car	$8.10 car	$8.10 car
...Comp. Co.....	$550,000	60,000	I-GN	$8.10 car	$16.20 car	$8.10 car	$8.10 car	No switching
			Barge	14¢ bale	14¢ bale	14¢ bale	14¢ bale	or barge service involved
...ress Co. (Clinton).....	$250,000	30,000	Sou. Pac	$14.40 car	$8.10 car	$14.40 car	$16.20 car	$16.20 car
			Barge	14¢ bale	14¢ bale	14¢ bale	14¢ bale	14¢ bale
...press Co.....	$750,000	50,000	I-GK	$8.10 car	$16.20 car	$8.10 car	$8.10 car	$8.10 car
			Sou. Pac.	14.40 "	8.10 "	14.40 "	16.20 "	16.20 "
			Barge	14¢ bale	14¢ bale	14¢ bale	14¢ bale	14¢ bale
...Comp. Co.....	$475,000	45,000	Sou. Pac.	$14.40 car	No switching	$14.40 car	$16.20 car	$16.20 car
			Barge	14¢ bale	or barge service involved	14¢ bale	14¢ bale	14¢ bale
...Whse Co. (Bayou City)	$250,000	20,000	I-GN	$8.10 car	$16.20 car	$8.10 car	$8.10 car	$8.10 car
			Sou. Pac.	14.40 "	8.10 "	14.40 "	16.20 "	16.20 "
			Barge	14¢ bale	14¢ bale	14¢ bale	14¢ bale	14¢ bale
	$7,230,000	655,000						

...lso some cotton handled by drays from certain presses where the distance and the condition of the roads will permit. The charges ...ays vary with conditions but in no case is it less than 18 cents per bale.

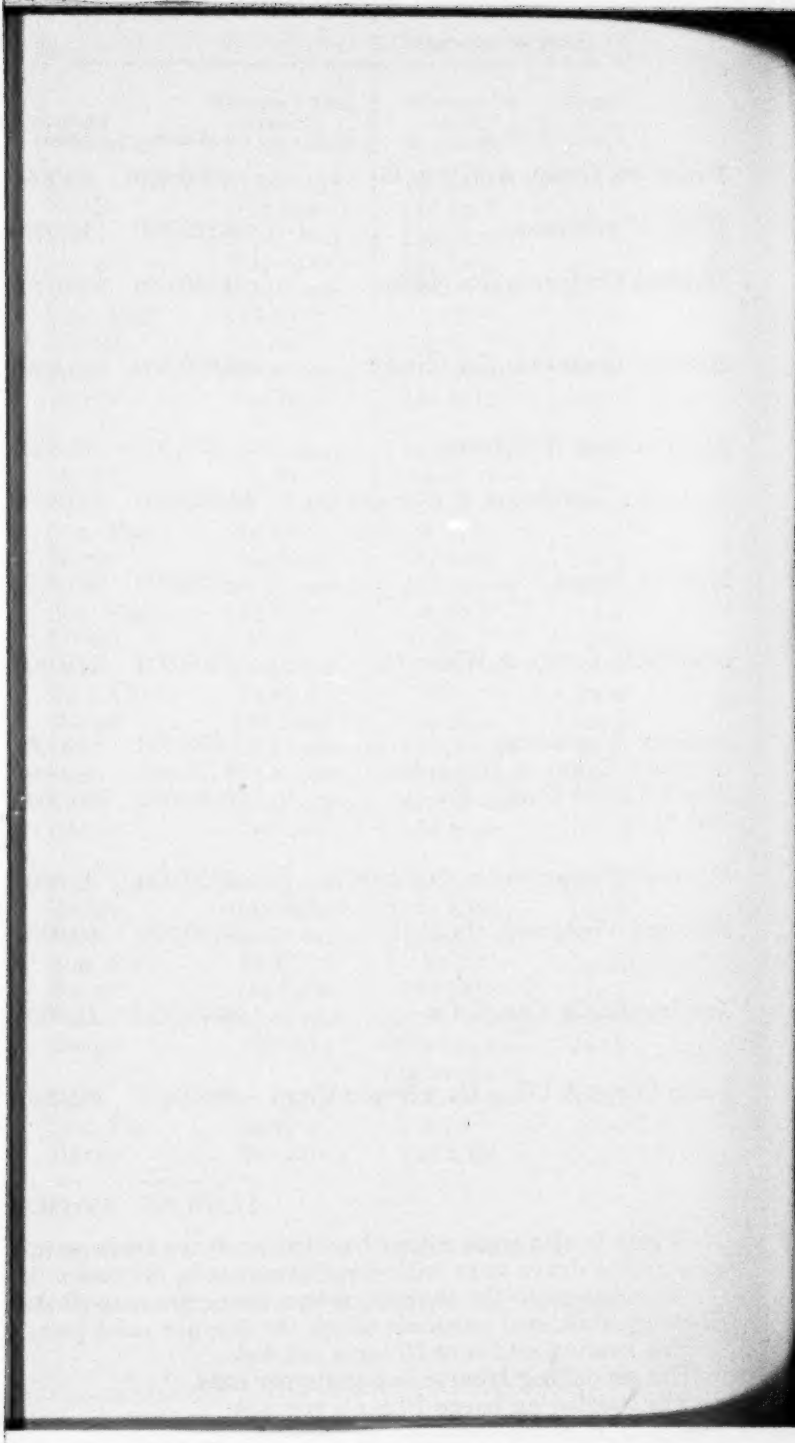
...n to the charges shown above for transportation from compresses and warehouses to the different wharves in Houston there are the ...tional expenses which the shipper must pay:

...g into cars 10 cents per bale.

...ding from cars 4 cents per bale.

...g on barge 10 cents per bale.

...on dray 10 cents per bale.



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[fol. 11] This statement shows the extent to which indirect and out of line service is performed by the International-Great Northern Railroad without any charge being assessed against the interest for whose account this extra service is performed.

Item 5—Paragraph B, I-GN Tariff 2310-C, ICC 829:

Compression

The I-GN Railroad will permit Compression at the first compress in either direction from point or origin.

Item 30-C, Paragraph B, I-GN Tariff 2310-C, ICC 829:

Concentration

This company will permit first concentration privilege at first compress point in either direction from point of origin.

Below is shown points at which compresses on the I-GN railroad are located, also the distance from those compresses to Houston via the route of the I-GN:

	Distance to Houston
Longview	233
Mineola	241
Tyler	215
Jacksonville	178
Palestine	151
Hearne	128
Bryan	101
Navasota	72
Marlin	162
Waco	201
Italy	245
Fort Worth	296
Taylor	174
Austin	210
San Antonio	289

Exceptions

Item 100:

	May concentrate and compress at	District to Houston via I-GN RR. On direct shipment	Via concentrating point
McDaniel	Hillsboro	240	270
Mertens	"	236	266
Irene	"	232	271
Walling	"	228	274
Malone	"	226	276
Penelope	"	222	281
Birome	"	217	285
Hoen	"	215	287
Le Roy	"	207	295

Item 105:

Lampasas GC&SF	Austin	270 (Via GC&SF)	380 GC&SF, Milano, I. G. N. Austin, and I. G. N.

[fol. 12]

Item 110:

From Cotton Belt Stations south of Jacksonville to Alto, inclusive	Longview	178 from Jacksonville	286 from Jacksonville via Longview

Item 115:

From Cotton Belt Hillsboro branch	Italy via Mertens	Indirect service is: Mertens to Italy 8 Italy to Mertens 8 — 16

Item 120:

From Timpson & Henderson stations — May concentrate and compress at I-GN points not in line of transit but distant not more than 60 miles.

This will take cotton to Longview..... 38 miles
Round trip ..... 76 miles
This will take cotton to Tyler..... 48 miles
Round trip..... 96 miles

Item 125

T. & B. V. Stations	May concentrate and compress at	Distance to Houston: Via T&BV	Via Singleton, I-GN to Navasota, thence to Houston Via I-GN
Newby	(Navasota via)	132	149
Koch	(Singleton and)	131	148
Concord	(I-GN)	124	141
Cullinan	"	122	139
Flynn	"	116	133
Normangee	"	107	125
George	"	103	120
North Zulch	"	99	116
Zulch	"	97	114
Cross	"	92	109
Iola	"	89	106
Grimes	"	84	101
Polk	"	80	97
Singleton	"	78	..
Shiro	"	72	100
Keislers	"	69	104
Richards	"	67	106

[fol. 13] **Statement Showing the Amount of Unnecessary Service Performed by the San Antonio & Aransas Pass Railway Company**

Points at which compresses are located on the S. A. & A. P. Railway and the distance to Houston via S. A. & A. P., follow:

	Miles to Houston
Yoakum	118
Cuero	135
Kenedy	176
San Antonio	336
Shiner	128
Giddings	185
Cameron	235
Waco	288
Luling	167
Lockhart	183
Sinton	237
Taft	245
Corpus	264

The San Antonio & Aransas Pass Railway Company Local Freight Tariff makes the following provisions:

Item 3, Paragraph B, as to compression, and Item 4, Paragraph C, as to concentration, provide:

"Cotton or cotton linters may be hauled back to and compressed or concentrated at a compress located at a point on this railroad not in direction of final destination, but which is nearer to the point of origin than is the first compress in direct route to destination, provided no compress is passed."

Item 3, Paragraph D, as to compression, and Item 4, Paragraph E, as to concentration, provide:

"Where compresses are in operation at any two points on this railroad not over 16 miles apart, cotton and cotton linters originating at apoints beyond first compress point in transit or at points intermediate between two compress points, may be compressed at either of such compresses."

Item 3, Paragraph E, as to compression, and Item 4, Paragraph G, as to concentration, provide that:

"Cotton or cotton linters originating at Mathis or Ellis, or at any station on the Texas-Mexican Railway west of Robstown, when routed via Ellis may be compressed in transit or may be concentrated at San Antonio when routed to interstate or foreign destination via Houston."

[fol. 14] The effect of the above rule is illustrated below: The uncompressed haul to San Antonio is 119 miles from Mathis and 148 miles from Alice, and the compress at Kenedy is passed.

	Distance to Houston via S. A. & A. P.	
From	On direct shipment	Via San Antonio
Mathis	234	357
Alice	263	386

Item 4, Paragraph C:

Concentration

"Cotton or cotton linters from any station on this line or other stations on connecting lines from which thru rates apply may be concentrated at any station on this line. For extra back haul service no extra charge will be made if the concentrating point is nearer to origin than is the first compress point in direction of final destination."

Item 4:

Paragraph H, reads:

"Cotton originating at Mathis may be concentrated at Corpus Christi without charge for extra service when routed out of Corpus Christi via S. A. & A. P."

Mathis to Houston via SA&AP direct 234 miles
" " " " " " *323* "

[fol. 15] This exhibit deals with the back haul or indirect service performed by the Santa Fe Lines.

Points at which compresses are located on the Santa Fe Texas Lines and their distance (via Santa Fe Lines) to Houston are shown below:

Brenham	121	Miles
Cameron	183	"
Temple	213	"
Brownwood	343	"
Brady	352	"
Coleman	373	"
Ballinger	405	"
Sweetwater	457	"
Snyder	496	"
Lubbock	578	"
McGregor	238	"
Waco	257	"
Cleburne	312	"
Fort Worth	341	"
Gainesville	405	"
Dallas	365	"
Wolfe City	425	"
Paris	463	"
Honey Grove	445	"
Wxetherford	352	"
Navasota	164	"
San Augustine	250	"
Timpson	300	"
Longview	337	"

Paragraph (a), Item 40 C, Santa Fe Circular No. 2226-F, I. C. C. No. 9443, provides that:

"Cotton may be given the privilege of concentration at the nearest available compress in either direction, or at first compress in direction of destination."

Item 10, Santa Fe Circular 2226-F, I. C. C. No. 9443, provides that

"Cotton will be compressed in transit at the nearest compress in either direction, or at first compress in direction of destination."

Additional privileges all of which entail even greater amounts of back haul or indriect service without any charge therefor, are provided for in separate items, the scope and effect of which are shown below:

EXHIBIT A-13—Continued

From	May Concentrate at.	
Weatherford to Cleburne, inclusive	Dallas	This involved extra and unnecessary haul from Cleburne to Dallas 54 miles, and back from Dallas to Cleburne.
Stations in Texas and Oklahoma north of Cleburne	Dallas	Total 106 miles.

[fol. 16]
Item 110:

From	May Concentrate at.	
All points east of Ballinger via Coleman to Sweetwater	Ballinger	Means extra and unnecessary service Coleman to Ballinger 32 miles and Ballinger to Coleman, total 64 miles.

Item 120:

From	May Concentrate at.	Distance to Houston via Santa Fe	
		On direct Shipment	When concentrated at Brenham
Sealy	Brenham	89	153
Peters	"	95	147
Bellville	"	102	139
Kenney	"	111	131

Item 125:

From	May concentrate at	Distance to Houston via Santa Fe	
		On direct Shipment	When concentrated at Brownwood
Ogles	Brownwood	278	408
Lometa	"	287	400
Antelope Gap	"	295	391
Goldthwaite	"	306	375
Mullin	"	319	368
Zephyr	"	331	355
Ricker	"	337	349

Item 130:

From	May concentrate at	Distance to Houston via Santa Fe	
		On direct shipment	When concentrated at Cameron
Caldwell	Cameron	153	213
Chriesman	"	160	206
Milano	"	169	197
Hoyte	"	176	190

EXHIBIT A-13—Continued

Item 140:

From	May Concentrate at.	Distance to Houston via Santa Fe	
		On direct shipment	When concentrated at Cleburne
Riovista	Cleburne	304	320
Blum	"	298	327
Kopperl	"	290	335
Morgan	"	283	342
Meridian	"	276	349
Clifton	"	265	359
Valley Mills	"	254	360
Crawford	"	245	379
McGregor	"	235	385
Moody	"	228	396
Pendleton	"	220	404

Item 150:

From	May concentrate at	Distance to Houston via Santa Fe: On direct shipment	Distance to Houston via Santa Fe: When concentrated at Dallas
Meredith	Dallas	318	412
Alvarado	"	325	406
Trueloves	"	328	402
Venus	"	332	399
Wyatt	"	335	396
Midlothian	"	339	391
Cedar Hill	"	346	384
Duncanville	"	362	378

[fol. 17] Item 155:

From	May Concentrate at.	Distance to Houston via Santa Fe: On direct shipment	Distance to Houston via Santa Fe: When concentrated at Fort Worth
Joshua	Fort Worth	320	369
Crowley	"	329	358
Venus	"	332	389
Alvarado	"	325	382
Cresson	"	332	387

EXHIBIT A-13—Continued

Item 160:

From	May Concentrate at.	Distance to Houston via Santa Fe	
		On direct shipment	When concentrated at Gainesville
Saginaw	Gainesville	349	462
Blue Mound	"	355	456
Haslet	"	357	454
Justin	"	366	445
Fonder	"	372	438
Krum	"	379	432
Ranger	"	387	423
Valley View	"	395	415
Fair Plans	"	401	409

Item 175:

From	May Concentrate at.	Distance to Houston via Santa Fe	
		On direct shipment	When concentrated at Honey Grove
Ladonia	Honey Grove	434	457
Pecan Gap	"	440	467

Item 180:

From	May concentrate at	Distance to Houston via Santa Fe	
		On direct shipment	When concentrated at Longview
Pickering	Longview	273	401
Flatfork	"	276	398
Tenaha	"	281	393
Cary	"	291	363
Murvane	"	293	381
Carthage	"	301	376
Haysland	"	306	368
Beckville	"	311	363
Tatum	"	317	317
Flanagan	"	321	353
Haston	"	325	342
Woodall	"	331	343
Trabue	"	294	386

Item 205:

From	May Concentrate at	Distance to Houston via Santa Fe	
		On direct shipment	When concentrated at Paris
Ladonia	Paris	434	493
Ben Franklin	"	445	481
Roxton	"	450	476
Ambia	"	456	470

EXHIBIT A-13—Continued

Item 220:

From	May Concentrate at	Distance to Houston via Santa Fe: On direct shipment	Distance to Houston via Santa Fe: When concentrated at San Augustine
Venable	San Augustine	244	256
Steep Creek	"	243	257
Rebecca	"	239	261
Bronson	"	234	266
La Marle	"	231	268
Rush	"	228	272
Pineland	"	227	273
McElroy	"	223	277
Brockland	"	220	280
Browndell	"	217	283
Harton	"	214	286
			292
[fol. 18] Item 220 (cont.)			
Neirath	"	189	311
Bon Ami	"	186	314
Kirbyville	"	182	318
Bess May	"	168	332
Buna	"	165	333
Evadale	"	156	344
Lillard	"	153	347
Silsbee	"	181	350

Item 235:

From	May Concentrate at	Distance to Houston via Santa Fe	
		On direct shipment	When concentrated at Sweetwater
Buffalo Gap	Sweetwater	415	499
Tuscola	"	410	504

Item 240: Para. B

From	May Concentrate at	Distance to Houston via Santa Fe	
		On direct shipment	When concentrated at Temple
Rogers	Temple	200	227
Hardenheimer	"	207	219

Item 245:

From	May Concentrate at	Distance to Houston via Santa Fe	
		On direct shipment	When concentrated at Timpson
Center	Timpson	269	331
Teneha	"	221	319

Item 250:

From	May Concentrate at	Distance to Houston via Santa Fe	
		On direct shipment	When concentrated at Waco
Morgan	Waco	283	321

EXHIBIT A-13—Continued

Item 260:

From	May Concentrate at	Distance to Houston via Santa Fe	
		On direct shipment	When concentrated at Wolfe City
Garland	Wolfe City	378	472
Sachme	"	303	467
Wylie	"	369	463
Clear Lake	"	392	458
Copeville	"	396	454
Farmersville	"	403	447
Merit	"	409	441
Coleste	"	416	434

[fol. 19] This exhibit deals with the practice of the Texas and Pacific in the matter of free back haul or indirect service for cotton to be concentrated or compressed in transit. These rules are published in Freight Tariff 40-I, ICC 2835.

Item 10:

"Cotton to be compressed in transit will be stopped at the first compress in direction to destination except that this line may compress shipments of cotton at the first compress station in either direction from original shipping point and waive back haul charges therefor."

Item 55:

"Cotton may be concentrated at any compress in direction of final destination or at the first compress in the opposite direction, without any charge for back haul."

Below is list of points at which compresses on the Texas & Pacific are located, also the distance from each compress via Texas & Pacific to Marshall, which will serve to show what the distance is between each of the compresses:

	Distance to Marshall
Marshall	...
Texarkana	67
Shreveport, La.	43
Clarksville	128
Paris	158
Honey Grove	179
Bonham	195
Denison	225
Sherman	221
Fort Worth	182
Dallas	151
Terrell	116
Mineola	69
Longview	24
Weatherford	213
Abiline	243
Sweetwater	384
Colorado	412

EXHIBIT A-13—Continued

Item No. 75:

	May concentrate at	Distance to Houston via T&P: From Sweetwater via Santa Fe	Distance to Houston via T&P: From Sweetwater via T&P to Dallas thence via GC&SF
States of Arizona, California or New Mexico.....	Dallas	468	599

Item 85-A:

.....	May concentrate at Colorado	Indirect service is Roscoe to Colorado 20 miles, and return—Round trip 40 miles.

[fol. 20] This statement shows the extent to which indirect and out of line service is performed by the M. K. T. Railroad of Texas without any charge being assessed against the interest for whose account this extra service is performed.

These provisions are found in M. K. T. Freight Tariff 4374-N, I. C. C. No. B-1051.

Item 180:

	May concentrate and compress at	Distance to Houston via M-K-T	
		On direct shipment	Via concentrating point
Granger	Austin	176	245
Wier	"	185	236
Georgetown	"	190	230
Burkland	"	199	222
Pflugerville	"	205	216
Sprinkle	"	209	209
Kiser	"	200	200
Hoxie	"	168	263
Circleville	"	170	251

Item 185:

Granger	Bartlett	176	188
Weir	"	185	196
Georgetown	"	190	201
Burkland	"	199	208
Pflugerville	"	205	216
Sprinkle	"	209	223
Kiser	"	200	232
Hoxie	"	168	194
Circleville	"	170	192

EXHIBIT A-13—Continued

	May concentrate and compress at	Distance to Houston via M-K-T: On direct shipment	Distance to Houston via M-K-T: Via concentrating point
Item 190:			
Echo	Belton	201	215
Item 195:			
Alvarado	Cleburne	300	332
Conley	"	296	336
Grandview	"	291	342
Itaska	"	263	347
Schofield	"	278	352
Lovelace	"	277	354
Item 200:			
Honey Springs	Dallas	332	343
Lancaster	"	324	352
Red Oak	"	317	359
Sterrett	"	314	362
Ray	"	420	432
Preston	"	417	430
Pottsboro	"	414	427
Hagerman	"	409	422
Deaver	"	407	420

Sadler	"		402	415
Whitesboro	"		396	411
Collinsville	"		392	405
Tioga	"		385	398
Pilot Point	"		380	393
Aubrey	"		373	386
Mingo	"		367	380
Denton	"		362	376
[fol. 21] Roanoke	"		346	393
Keller	"		341	397
Watauga	"		336	402
Hodge	"		331	407

Item 210:

Gid	Denison		426	426
Bono	"		428	428
Terrane	"		430	438
Bells	"		431	436
Canaan	"		427	441
Whitewright	"		424	443
Trenton	"		417	450
Leonard	"		410	457
Goodrow	"		407	460
Celeste	"		404	463
Kingston	"		401	466
Kellogg	"		398	470

EXHIBIT A-13—Continued

	May concentrate and compress at	Distance to Houston via M-K-T	
		On direct shipment	Via concentrating point
Peinel	Denison	394	473
May	"	420	426
Preston	"	417	429
Pottsboro	"	414	432
Hagerman	"	409	437
Deaver	"	407	439
Sadler	"	402	444
Whitesboro	"	398	448
Woodbine	"	397	455
Hope	"	393	459
Collinsville	"	392	454
Tioga	"	385	461
Pilot Point	"	380	466
Aubrey	"	373	473
Mingo	"	367	479
Denton	"	362	484
Argyle	"	356	491
Smoots	"	351	495
Roanoke	"	346	509
Keller	"	341	504
Watauga	"	336	510
Hodge	"	331	515

Corinth	"		368	490
Garza	"		366	493
McGee	"		362	497
Lewisville	"		360	499

Item 215:

Alexander	Dublin		336	354
Clairette	"		331	359
Hico	"		324	366
Iredell	"		312	378
Low	"		304	385
Walnut Springs	"		302	388
Morgan	"		293	397
Comanche	"		334	410
Creamer	"		327	403
Guatina	"		321	398
[fol. 22] Lamkin	Dublin		313	389
Shockley	"		308	385
Edson	"		302	379
Hamilton	"		298	384
Leon River	"		305	377
Spurlin	"		311	371
Carlton	"		316	365
Gilmore	"		319	362
Maloney	"		322	360

EXHIBIT A-13—Continued

	May concentrate and compress at	Distance to Houston via M-K-T: On direct shipment	Distance to Houston via M-K-T: Via concentrating point
Alexandra	Dublin	328	...
Alarm Creek	"	334	361
Stephenville	"	340	366

Distance from above Group on "Direct Shipment" is figured via Cotton Belt, McGregor, Santa Fe to Houston.

Item 220:

Cardiff	Elgin	144	154
Lasher	"	142	156
Sayers	"	140	158
Salvin	"	137	136
Phelan	"	135	163
Biglo	"	134	164
Miley	"	133	165
Bastrop	"	130	168
Hills Prairie	"	126	173
Upton	"	122	177
Fawcett	"	118	180
Smithville	"	115	184
Brim	"	110	188

West Point	"		106	193
Plum	"		102	197
Item 225:				
Lovelace	Fort Worth		278	375
Mutt	"		280	372
Itaska	"		283	369
Jeff	"		284	367
Grandview	"		291	361
Conley	"		296	386
Alvarado	"		300	352
Cleburne	"		316	355
Keene	"		311	350
Egan	"		306	365
Burleson	"		313	339
Bethel	"		319	332
Item 230:				
May	Gainesville		420	451
Preston	"		417	448
Pittsburg	"		414	445
Hagerman	"		409	440
Deaver	"		407	438
Sadler	"		402	433
Whitesboro	"		398	429
Woodbine	"		397	422

Exhibit A-13—Continued

	May concentrate and compress at	Distance to Houston via M-K-T: On direct shipment	Distance to Houston via M-K-T: Via concentrating point
Hope	Gainesville	393	417
Collinsville	"	392	436
Tioga	"	385	442
Pilot Point	"	380	448
Aubrey	"	373	495
Mingo	"	367	460
[fol. 23] Argyle	"	355	472
Smoots	"	351	476
Roanoke	"	346	482
Keller	"	341	489
Watauga	"	336	492
Hodge	"	331	497
Corinth	"	368	471
Garza	"	366	474
McGee	"	362	478
Lewisville	"	360	480
Item 235:			
Acheson	Greenville	389	395
Caddo Mills	"	384	401
Burrow	"	378	406

Boyse City	"		375	409
Fate	"		371	413
Rockwall	"		366	418
Hagen	"		363	422
Cheisa	"		361	423
Rowlett	"		359	425
Garland	"		354	430
Bethard	"		351	433
Fisher	"		345	437
White Rock Spur	"		344	440
Hiland	"		343	441
Armo	"		342	442

Item 240:

Stations on Wichita Valley west of Stamford	Hamlin	Indirect service is	
		Stamford to Hamlin	19.6
		Hamlin to Stamford	19.6
		Total	39.2

Item 250:

Chat	Hillsboro		267	277
Abbott	"		262	282
Bess	"		258	286

EXHIBIT A-13—Continued

	May concentrate and compress at	Distance to Houston via M-K-T: On direct shipment	Distance to Houston via M-K-T: Via concentrating point	
West	Hillsboro	257	287	
Drew	"	250	294	
Elm Mott	"	248	296	
Powers	"	244	300	
Item 260:				
Milford	Italy	287	297	
Hamel	"	283	301	
Lakenon	"	279	305	
All stations on Cotton Belt between Corsicana and Hillsboro	Italy	Indirect Service is		
		Hillsboro to Italy		20
		Italy to Hillsboro		20
				40.
Item 265:				
Milburn	La Grange	93	97	
Halsted	"	90	101	
Wessels	"	87	103	

Fayetteville	"	82	108
Hatter	"	80	110
Dolman	"	80	111
Pisek	"	79	114
New Ulm	"	76	120
[fol. 24] Sealy	La Grange	51	142
San Felipe	"	49	145
Nudavy	"	46	148
McDowell	"	43	149
Enos	"	42	150

Item 295:

Hunter	San Antonio	174	264
Gruene	"	181	258
New Braunfels	"	184	254
Solms	"	188	251
Dittlinger	"	189	250
Comal	"	192	247
Luxelo	"	198	240
Fratt	"	206	232
Remount	"	208	230
Salado	"	211	228

Item 300:

Whitesboro	Sherman	398	464
Collinsville	"	392	470

EXHIBIT A-13—Continued

	May concentrate and compress at	Distance to Houston via M-K-T: On direct shipment	Distance to Houston via M-K-T: Via concentrating point
Tiogo	Sherman	385	476
Pilot Point	"	380	482
Aubrey	"	373	489
Mingo	"	367	495
Denton	"	362	499
Argyle	"	355	507
Smoots	"	351	511
Roanoke	"	346	516
Keller	"	341	521
Watauga	"	336	526
Hodge	"	331	531
Item 305:			
Faker	Shreveport	469	654
Cason	"	474	648
Swinford	"	476	647
Bradfield	"	480	642
Daingerfield	"	981	642
Veals	"	484	638
Hughes Springs	"	486	636
Wilsons	"	488	634
Patman	"	491	631

Pattengill	"	492	630
Avinger	"	495	627
Pitch	"	497	625
Orrs	"	500	622
Lasater	"	502	621
Sarber	"	505	617
Hedges	"	507	616
Newline	"	507	615
Kelleyville	"	508	614
Jefferson	"	514	609
Schluter	"	516	607
Sherwin	"	517	605
Kundy's Mill	"	518	605
Baldwin	"	521	601
Wurtsbaugh	"	523	600
Karnack	"	526	596
Leigh	"	531	591
Lotta	"	533	589
Lemo	"	535	587
Waskem	"	541	581
[fol. 25] Nichols, La.	Shreveport, La.	553	569
Yendis, La.	"	555	567

Item 310:

Avoca	Stamford	458	473
Lueders	"	451	480

EXHIBIT A-13—Continued

	May concentrate and compress at	Distance to Houston via M-K-T: On direct shipment	Distance to Houston via M-K-T: Via concentrating point
Clear Fork	Stamford	450	481
Underwood	"	448	484
Budmathews	"	442	489
Acampo	"	437	494
Central Quarry	"	434	497
Coghill	"	432	500
Albany	"	427	505
Item 316:			
Shreveport Jct.	Sulphur Springs	392	453
Fox	"	394	450
Husbands	"	397	447
Campbell	"	402	443
Cumby	"	408	436
Marie	"	411	433
Brashear	"	414	430
Item 325:			
Holland	Temple	187	221
Sparks	"	192	216
Grace	"	195	212

Little Rock	"		196	211
Echo	"		201	207
Item 340:				
Mt. Lynn	Waco		234	242
Hewitt	"		230	246
Lorena	"		226	251
Bruceville	"		221	256
Eddy	"		219	258
Troy	"		212	265
Sampson	"		209	268
Shaw	"		206	271
Item 345:				
Kipling	Waxahachie		302	312
Forreston	"		298	316
Midlothian	"	(via G. C. & S. F.)	339	365
Item 350:				
Lindsay	Wichita Falls		419	587
Myra	"		425	581
Muenster	"		429	577
Coppers	"		435	571
St. Jo	"		439	567
Bonita	"		446	559

EXHIBIT A-13—Continued

	May concentrate and compress at	Distance to Houston via M-K-T: On direct shipment	Distance to Houston via M-K-T: Via concentrating point
Nocona	Wichita Falls	455	551
Belcherville	"	462	544
Ringgold	"	469	537
Huggins	"	473	538
Rosson	"	475	531
Walton	"	478	528
Henrietta	"	484	521
Teco	"	486	520
Edwards	"	488	517
Jolly	"	494	512
Interpretation No. 2—Supplement 5—Items 10 and 40:			
Whitesboro and all points west thereof	Dallas	398	412

[fol. 26] This exhibit shows the extent to which indirect and out of line service is performed by the Southern Pacific Lines without any charge being assessed against the interest for whose account this extra service is performed.

List of points at which compresses are located on the Southern Pacific Lines, and the distance from those compresses to Houston via Southern Pacific is shown below:

	Distance to Houston
Athens	230
Austin	165
Brenham	71
Bryan	99
Cuero	158
Corsicana	200
Dallas	255
Denison	328
Elgin	138
Ennis	221
Fort Worth	277
Giddings	106
Gonzales	158
Hearne	120
Jacksonville	165
Kaufman	270
La Grange	114
Lufkin	118
Luling	155
McKinney	286
Mexia	171
Nacogdoches	36
Navasota	71
Palestine	220
San Antonio	212
Schulenberg	109
Seguin	176
Sherman	318
Timpson	167
Victoria	130
Waco	186
Waxahachie	235
Shreveport, La.	231

Item 7-C, Supplement 22, Southern Pacific Circular No. 9-T, I. C. C. 1259:

"Unless the bill of lading is endorsed 'Through Uncompressed,' these lines will have the shipment compressed at their own convenience."

Item 15, Southern Pacific Circular No. 9-T, I. C. C. 1259:

"Shipments originating on these lines or received from connections shall be entitled to concentration privilege at any concentration point in direct line of transit between origin and destination or at the first concentration point in the opposite direction, also when not in direct line of transit as provided in Items 55 to 65 inclusive."

[fol. 27] Item 63-A, Supplement 22, Southern Pacific Circular 9-T, I. C. C. 1259:

Stations on the Texas Midland Ry.	May concentrate at	Indirect service is	
	Dallas	Ennis to Dallas	35 Mi.
		Dallas to Ennis	35 "
			70

Item 65—Southern Pacific Circular 9-T, I. C. C. 1259:

	May concentrate at	Distance to Houston via So. Pac.	
		On direct shipment	When concentrated at Fort Worth
Brambleton	Fort Worth	269	282
Kennedale	"	266	276
Bisbee	"	262	290
Hansfield	"	258	294
Britton	"	253	299
Midlothian	"	247	305
Sardis	"	239	312
Waxahachie	"	235	317

		Distance to Houston via So. Pac.	
		On direct shipment	When concentrated at Waxahachie
Boyce	Waxahachie	229	241
Ennis	"	221	250
Garrett	"	223	246
Palmer	"	229	251
Trumbull	"	233	255
Ferris	"	236	259
Wilmer	"	240	263
Hutchins	"	244	267
Lancaster	"	249	272
Trinity	"	246	270
Lakewood	"	248	271
Miller	"	250	273

		Distance to Houston via So. Pac.	
		On direct shipment	When concentrated at Austin
Daffan	Austin	150	174
Manor	"	150	179

		Distance to Houston via So. Pac.	
		On direct shipment	When concentrated at Elgin
Paige	Elgin	118	158
McDade	"	128	148

		Distance to Houston via So. Pac.	
		On direct shipment	When concentrated at Giddings
Carmine	Giddings	90	131
Ledbetter	"	97	115

		Distance to Houston via So. Pac.	
		On direct shipment	When concentrated at Brenham
Caldwell	Brenham	134	134
Chapel Hill	"	61	81
Lusk	"	69	74

[fol. 28]

	May concentrate at	Distance to Houston via So. Pac. On direct shipment	When concentrated at Waco
Groesbeck	Waco	169	256
Thornton	"	161	248
Kosse	"	153	240
Bramond	"	142	230
Reagan	"	150	221
Marlin	"	160	212
Perry	"	168	204
Reisel	"	172	200
Harrisons	"	178	194

		Distance to Houston via So. Pac. On direct shipment	When concentrated at Timpson
Appleby	Timpson	148	186
Mayotown	"	150	184
Fitze	"	155	179
Garrison	"	159	175
Henning	"	160	174
Gallagher	"	164	171
Houghton	"	166	168
Shelby Jct.	"	166	168

H. E. & W. T. Stations		Distance to Houston via So. Pac. On direct shipment	When concentrated at Nacogdoches
Davisville	Nacogdoches	123	154
Cochran	"	125	152
Kurth	"	127	150
Mallard Spur	"	128	148
Climax	"	130	146
Lola	"	131	145
Lonsdale	"	136	141
Dorr Jct.	"	138	139

T. & N. O. Stations		Distance to Houston via So. Pac. On direct shipment	When concentrated at Nacogdoches
Woodville	Nacogdoches	137	205
Doucette	"	140	202
Griffins	"	142	200
Wilsons	"	143	197
Colmesneil	"	146	196
Lima	"	149	193
Davis	"	153	188
Rockland	"	155	186
-nal	"	161	180
-avalla	"	167	176

		Distance to Houston via So. Pac. On direct shipment	When concentrated at Lufkin
Corrigan	Lufkin	93	143
-enford	"	96	141
-otomao	"	99	137
-oubling Spur	"	100	136
Hammock	"	102	134
-enova	"	105	131
-mporia	"	106	130
-iboll	"	107	129
-urk	"	110	126
-oshall	"	113	123
Fairchild	"	115	121

[fol. 29] This statement shows the extent to which indirect and out of line service is performed by the St. Louis-Southwestern Railway without any extra charge being assessed against the interest for whose account the extra service is performed.

The rules and regulations governing the compression and concentration of cotton on the St. Louis-Southwestern Railway are in Tariff 2500, I. C. C. 362, from which certain extracts follow:

Item 5, paragraph C, Compression:

"Where the shipper inserts in his bill of lading notation 'To Be Compressed' the cotton will be compressed at origin, in transit or at destination."

Item 20, paragraph B, Concentration:

"Cotton shall be concentrated in direction of final destination, but the railroad company will concentrate without extra charge at any compress point not in the direction of final destination if such station is nearer the original shipping point than is the first compress point in direction of final destination."

The following is a list of points on the Cotton Belt at which compresses are located, and the distance from those compresses to Texarkana via Cotton Belt, which will serve to show what the distance is between compresses:

	Distance to Texarkana
Athens	165
Corsicana	203
Dallas	194
Fort Worth	216
Gatesville	304
Gilmer	91
Greenville	133
Hillsboro	244
Hubbard	229
Jacksonville	159
McGregor	273
Mount Pleasant	61
Pittsburg	72
Sherman	170
Sulphur Springs	99
Texarkana	...
Tyler	128
Waco	258
Wolfe City	131

Exceptions

Item 115:

		Distance to Houston	
May concentrate at		Direct shipment thru Greenville to Dallas, thence G. C. & S. F.	Via Wolfe City G. C. & S. F. to Paris, thence C. C.
Commerce	Paris	440	514

[fol. 30] Item 120:

	May concentrate at	Distance to Houston: Direct shipment to Houston via G. C. & S. F.	Distance to Houston: Via G. C. & S. F. to Wylie, St. L. S. W. to Greenville back to Wylie, thence G. C. & S. F. to Houston
Celeste	Greenville	416	473
Farmersville	"	403	459
Garland	"	378	454

Item 125:

	May concentrate at	Amount of indirect service round trip
Eylau	Texarkana	10
Sledge	"	14
Hartman	"	16
Joyce	"	16
Trexler	"	20
Red Water	"	26
Maud	"	38
Corley	"	44
Carbondale	"	48
Stover	"	56
Simms	"	56
Bassetts	"	64
Stroud	"	68
Hoffman	"	68
Darden	"	72
Jennings	"	78
Naples	"	86
Omaha	"	94
Clay Ridge	"	98
Creel	"	100
Cookville	"	102
Barford	"	114
Nodena	"	114

[fol. 31] This exhibit deals with the back-haul and indirect service performed by the Texas Midland Railroad.

Compresses on the Texas Midland Railroad are located at the following points. The distance to Paris, Texas, is shown in each instance.

	Miles from Paris
Paris	..
Greenville	62
Terrell	84
Kaufman	95
Ennis	124

Item 2, Texas Midland Freight Tariff No. 227, I. C. C. 109, reads:

"Concentration Privileges: Cotton and Cotton Linters originating at non-compress points on this line or connecting lines under local bills of lading may be concentrated at the first accessible compress in either direction from original shipping point and reshipped to final destination under new bills of lading reading from compress point, without extra charge for back-haul, if any, therefor."

NOTE.—The maximum amount of indirect service under this rule would be, in the case of cotton originating just north of Greenville, concentrated at Paris, and then reshipped to Houston via Texas Midland, approximately 100 miles, which is particularly noteworthy in view of the fact that the entire Texas Midland Railroad is only 124 miles long.

[fol. 32] This statement shows the amount of extra service which is performed by the Gulf Coast Lines in hauling cotton from points on the Gulf Coast Lines for concentration at Corpus Christi, Robstown, Victoria, and at Sinton.

From	May concentrate without extra charge at	Distance to Houston on direct shipments	Distance to Houston via concentrating point
Clarkwood	Corpus Christi	238	254
Robstown	" "	230	261
Violet	" "	234	258

From	May concentrate without extra charge at	Distance to Houston on direct shipments	Distance to Houston via concentrating point
Calallen	Robstown	223	236
Angelita	"	220	240
Odem	"	217	243
Bullard	"	213	247
Sinton	"	209	250
Placedo	Victoria	147	184
Port O'Connor	"	191	218
Prague	"	182	209
Seadrift	"	172	199
Long Mott	"	166	193
Green Lake	"	162	189
Heyser	"	157	184
Tivoli	"	168	195
Jay	"	162	189
Maudlaw	"	170	197
Austwell	"	173	201
Madeline	"	154	182
Bloomington	"	152	179
Dernal	"	157	174
Hughes	"	161	170
Ewelder	"	202	230
Cranell	"	198	225
Woodsboro	"	191	218
La Rosa	"	189	216
Refugio	"	185	212
Greta	"	178	205
Vidaur	"	173	200
Inari	"	166	193
Marianna	"	162	189
La Rosa	Sinton	189	229
Refugio	"	185	232
Woodsboro	"	191	226
Cranell	"	198	220
Ewelder	"	202	275

Gulf Coast Lines Tariff 73 F. Item 70:

[fol. 33] This exhibit deals with the back-haul or indirect service which is performed in connection with concentra-

tion of cotton by the San Antonio, Uvalde & Gulf Railroad.

Compresses on the San Antonio, Uvalde & Gulf Railroad are located at San Antonio and at Corpus Christi, the distance between the two being 149 miles.

Paragraph (b), Item 3-A, Supplement 2 to S. A. U. & G. Railroad Tariff 154-C, I. C. C. 77, reads:

"Cotton or cotton linters may be hauled back to and compressed at a compress located at a point on this railroad, not in the direction of final destination but which is nearer to point of origin than is the first compress in direct route to destination; the through rate from origin or from compress point, whichever is higher, to be applied."

Paragraph (c), Item 4-A, Supplement 2 to S. A. U. & G. Railroad Tariff 154-C, I. C. C. 77, reads:

"The railroad will, at the request of shipper, concentrate uncompressed cotton or cotton linters at any compress point on its line of railroad not in the direction of final destination, provided the extra service involved does not exceed 75 miles and no other compress point is passed. No extra charge will be made for this privilege if the concentrating point is nearer to the origin than is the first compress point in the direction of final destination, but otherwise extra service charges shall be assessed of 30½ cents per bale when the extra service is 50 miles or less, and 43 cents per bale when over 50 to 75 miles."

The distance between compresses at San Antonio and at Corpus Christi being 149 miles, the above quoted rules have the effect of permitting back haul or indirect service up to the maximum of 149 miles.

[fol. 34] Statement Showing Amount of Unnecessary Extra Service Performed by the K. C. M. & O. Railway Company of Texas

K. C. M. & O. Circular No. 25-O, I. C. C. 324, Item 210 reads as follows:

"(a) Out of line service not exceeding one hundred (100) miles will be subject to the following back haul charges in addition to the regular freight rates:

Distance	Charges in cents per bale
50 miles and under	38½
75 miles and over 50 miles	53½
100 miles and over 75 miles	??

"(b) Back haul in excess of 100 miles will not be permitted. In such cases the lowest combination of locals will apply."

Exceptions to the Above Rule

Paragraph D, Item 210:

(Matter illegible.)

Distance to Houston

From	Via Chillicothe	To Chillicothe thence via Altus, Oklahoma and short line	To Chillicothe thence via WF&NW Hamlin	To Chillicothe thence via Sweetwater	Via Sagert direct shipme-
Rochester, Tex	510	353	601	624	43
O'Brien, Tex	505	548	595	619	44
Knox City, Tex	502	545	593	616	44
Benjamin, Tex	490	533	531	604	41
Tuscott, Tex	478	521	569	592	47
Crowell, Tex	465	504	551	574	48
Margaret, Tex	454	497	545	568	49
Medicine Mound, Tex	444	427	536	658	50

[fol. 35] Paragraph E, Item 210, Joint Freight Circular 25-G, KCM&O:

"Cotton from Round Timbers, Texas, to Pastura, Texas, Inclusive, may concentrate at Hamlin, and be re-shipped via Altus, Oklahoma, or Chillicothe, Texas, without charge for additional service."

Distance to Houston

From	To Hamlin, thence via Chillicothe	Via Chillicothe direct shipment	Via Sagerton direct shipment	To Hamlin, thence via Altus, Okla., WF&NW, Vernon, Tex., and short line
Round Timbers	667	451	525	710
Odell	662	446	520	702
Chillicothe	653	437	511	696
Medicine Mound	646	444	504	689
Margaret	636	454	493	679
Crowell	629	465	487	672
Truscott	612	478	470	655
Benjamin	599	490	457	642
Knox City	587	502	445	630
O'Brien	585	505	443	628
Rochester	580	510	438	623
Rule	570	519	428	613
Sagerton	562	528	420	605
Pastura	553	537	429	596

"Cotton from Plasterce to Paret, inclusive, may concentrate at Hamlin and be re-shipped via Sweetwater without additional charge for additional service."

Distance to Houston

From	To Hamlin, thence via Sweetwater	Via Sweetwater direct shipment	Via Hamlin direct shipment
Plasterco	425	437	425
McCaulley	428	434	428
Sylvester	433	429	433
Longworth	440	422	440
Paret	454	410	454

[fol. 36] Paragraph F, Item 210, Joint Freight Tariff 25-G, KCM&O:

"Cotton from Chillicothe, to Hamlin, inclusive, may concentrate at Rule, Texas, and be re-shipped via Altus, Oklahoma, Chillicothe, Texas, Hamlin, Texas, or Sweetwater, without additional charge for additional service."

Distance to Houston

From	To Rule, thence via Altus, Okla., WF &NW, Vernon and short line	To Rule, thence via Chillicothe	Via Chillicothe direct	To Rule, thence via Hamlin	Via Hamlin direct	To Rule, thence via Sweetwater	Via Sweetwater direct
Chillicothe	480	602	437	528	528	551	550
Medicine Mound	487	595	444	521	521	544	544
Margaret	497	584	454	510	511	533	534
Crowell	508	578	465	504	504	527	527
Truscott	321	560	478	486	487	509	509
Benjamin	533	548	490	474	474	497	497
Knox City	545	536	502	462	462	485	485
O'Brien	548	533	505	459	460	482	482
Rochester	553	528	510	454	455	477	478
Rule	562	...	519	...	445	...	468
Sagerton	571	527	528	453	437	476	460
Pastura	580	536	537	462	428	485	451
Hamlin	588	544	545	470	420	493	442

Paragraph G, Item 210, Joint Freight Circular 25-G, KCM&O:

"Cotton from McCaulley, to Paret, inclusive, may concentrate at Sweetwater and be re-shipped via Altus, Okla., Chillicothe, Texas, or Hamlin, Texas, without additional charge for the additional service."

Distance to Houston

From	Via Sweetwater direct shipment	To Sweetwater, thence via Altus, Okla.	To Sweetwater, thence via Chillicothe	To Sweetwater, thence via Hamlin
McCaulley	434	649	606	480
Sylvester	429	644	601	475
Longworth	422	637	594	468
Paret	410	625	582	456

[fol. 37] This exhibit deals with the back-haul and indirect service performed by the Trinity and Brazos Valley Railway Company.

Compresses on the Trinity & Brazos Valley Railway are located at the following points. The distance from Houston is shown in each case:

	Miles north of Houston
Teague	108
Mexia	122
Hubbard	145
Hillsboro	170
Cleburne	200
Corsicana	187
Waxahachie	218

Paragraph B, Item 5 of T. & B. V. Railway Tariff 247-N, I. C. C. No. 204, reads:

"The Trinity and Brazos Valley Railway will permit the compression of cotton at first compress in either direction from point of origin."

Paragraph B of Item 85, Trinity and Brazos Valley Tariff 247-N, I. C. C. No. 204, reads:

"The compress station at which it is desired to concentrate cotton or cotton linters shall be in the direction of first destination as reached by the Trinity & Brazos Valley Railway Company, except the Trinity and Brazos Valley Railway may at its option when requested by shippers to do so, concentrate shipments of cotton or cotton linters at any compress station on its line in either direction from original shipping point, and waive back haul charges, if any, therefor."

[fol. 38] Copy of a letter issued by the General Freight Department of the Panhandle and Santa Fe Railway Company on September 6th, 1921, announcing that cotton from Panhandle & Santa Fe stations when destined to Houston, Galveston or Texas City, may be concentrated at Dallas without charge for indirect service

"To P&SF Cotton Shipping Agents:

"My round letters of August 30th and September 7th, dealing with the above subject, are hereby cancelled. The following will govern.

"Cotton from our stations, destined Fort Worth or Dallas, Texas, routed via Sweetwater, Texas, and GC&SF Ry., for concentration at and reshipment from Fort Worth and Dallas, when destinations upon reshipment from Fort Worth or Dallas are stations in Texas—say Houston, Galveston and Texas City—on domestic bills of lading, will be subject to through rates, without backhaul charges or other penalties, provided the cotton is compressed at the first available compress point on our line and moves into Fort Worth and Dallas in compressed form.

"When cotton from our stations moves into Fort Worth or Dallas in uncompressed form, via Sweetwater, Texas, and GC&SF Ry., is concentrated at and reshipped from Fort Worth or Dallas to Texas destinations under domestic bills of lading, the through rates will apply, origin to final destination, but the compression cost incurred at Fort Worth or Dallas will not be absorbed by the carriers, but will be collected in addition to such through rates."

The distance from Sweetwater, Texas, to Houston, Texas, via Sante Fe Lines is..... 457 miles
The distance via Santa Fe Lines thru Temple, thence to Dallas and back to Houston, is... 761 miles

EXHIBIT A-13—Continued

[fol. 39] Free indirect service being performed on cotton concentrated at Dallas and for which provision does not appear to be made in railroad tariffs which are in our possession

Abilene & Southern Ry.	May concentrate at	Distance to Houston	
		Via Ballinger and GC&SF	Via A&S to Abilene thence via GC&SF
Ballinger	Dallas	405	611
Hatchell	"	413	603
Winters	"	421	595
Chapman.	"	427	589
Bradshaw	"	431	584
Guion	"	434	582
Ovalo	"	439	577
Tuscola	"	442	574
York	"	446	570
Iberis	"	451	565
Hunch	"	453	563
Abilene	"	459	557
Anson	"	484	583
Padium	"	492	590
Hamlin	"	501	599

C. R. I. & G. Ry.	May concentrate at	Distance to Houston	
		Via Katy from Fort Worth	From Ft. Worth to Dallas via CRI&G. Dallas to Houston Katy
Stations Fort Worth and North	Dallas	326	373

Cisco & Northeastern	May concentrate at	Distance to Houston	
		From Cisco via Katy	T & P, Cisco to Dallas, Katy, Dallas to Houston
	Dallas	394	486

F. W. & D. C. Ry.	May concentrate at	Distance to Houston	
		Via Mangum and Katy	Via Eastland T&P to Dallas, Katy to Houston
Mangum	Dallas	383	483
Arnat	"	389	477
Eastland	"	390	476
Hydro	"	393	478
Gunsight	"	399	485
Wayland	"	406	492
Breckwalker	"	411	497

Exhibit A-13—Continued

H. & T. C. Ry.	May concentrate at	Distance to Houston: On direct shipment	Distance to Houston: To Dallas and back
Miller	Dallas	250	261
Lakewood	"	248	262
Trinity	"	247	264
Lancaster	"	249	271
Hutchins	"	244	266
Wilmer	"	240	271
Ferris	"	236	275
Trumbull	"	233	278
Palmer	"	229	282
Garrett	"	224	287
Boyce	"	229	292

[fol. 40]

I. & N. W. Ry	May conentrate at	Distance to Houston: From Jefferson via T&P Longview I-GN to Houston	Distance to Houston: From Jefferson to Dallas via Katy. Dallas to Houston Katy.
All Points	Dallas	271	515

	May concentrate at		Distance to Houston	
			Direct shipment via Chillicothe, San Angelo, or Sweetwater & GC-&SF, or Alpine and So. Pac.	Via Sweetwater and T&P to Dallas, T&P to Mineola. I-GN to Houston.
State Line	Dallas	(Via Chillicothe)	491	716
Chillicothe	Dallas	(Via FWDC, Fort Worth, I GN)	472	699
Crowell	"	Via Chillicothe	498	675
Benjamin	"	Via Chillicothe	528	645
Rochester	"	Via Sweetwater	527	625
Sagerton	"	Via Sweetwater	510	608
Hamlin	"	Via Sweetwater	492	590
Sylvester	"	Via Sweetwater	479	577
Sweetwater.	"	Via GC&SF	458	556
Mary Neal	"	Via Sweetwater	475	573
Bronte	"	Via San Angelo	473	601
San Angelo	"	Via GC&SF	441	633
Mertzon	"	Via San Angelo	469	661
Barnhardt	"	Via San Angelo	495	687
Flat Rock	"	Via San Angelo	538	730
Edruvera	"	Via San Angelo	568	760
Baldridge	"	Via San Angelo	587	780
Fort Stockton	"	Via San Angelo	605	797
Hovey	"	Via Alpine	636	833
Alpine	"	Via GH&SA	609	860

Exhibit A-13—Continued

Midland & Northwest	May concentrate at	Distance to Houston: Via T&P, Sweetwater, GC&SF.	Distance to Houston: T&P, Dallas and GC&SF.
All Points	Dallas	563	704

R. S. & P. Ry.	May concentrate at	Distance to Houston: Direct movement, via Snyder & Santa Fe.	Distance to Houston: Via Roscoe, T&P, to Dallas, thence GC&SF to Houston.
Roscoe	Dallas	527	607
Wastella	"	519	615
Hermleigh	"	508	626
Snyder	"	497	638
Dermott	"	507	648
Fluvanna	"	516	656

T&P Ry.—All Stations	May concentrate	Distance to Houston: Direct movement		Distance to Houston: T&P to Dallas thence	
Illustrations:					
Longview	Dallas	Via I-GN	233	Via Katy	466
Mineola	"	Via I-GN	240	Via Katy	420
Fort Worth	"	Via H&TC	275	Via H&TC	287
Weatherford	"	Via GCSF	352	Via GCSF	428
Cisco	"	Via Katy	394	Via Katy	486
Sweetwater	"	Via GCSF	458	Via GCSF	699

[fol. 41]

Texas Midland RR.	May concentrate at	Distance to Houston: Direct movement via Ennis & H&TC	Via Greenville, MKT thru Dallas	Via Terrell, T&P to Dallas thence to Fort Worth thence	
South of Greenville:					
Marlowe	Dallas	321	399	IGN 399	TBV 363
Quill	"	314	406	IGN 392	TBV 356
Quinlan	"	310	409	IGN 389	TBV 353
Fisher	"	307	412	IGN 386	TBV 350
Tona	"	303	417	IGN 381	TBV 345
Brin	"	300	419	IGN 368	TBV 332
Terrell	"	295	424	IGN 363	TBV 327
Cartwright	"	290	430	IGN 368	TBV 332
Kaufman	"	285	435	IGN 374	TBV 338
Scurry	"	277	442	IGN 381	TBV 345
Parvin Park	"	274	445	IGN 384	TBV 348
Rosser	"	271	448	IGN 387	TBV 351
Talbot	"	269	450	IGN 389	TBV 353
Scley	"	256	457	IGN 392	TBV 356
McKay	"	263	458	IGN 395	TBV 359
Crisp	"	262	457	IGN 396	TBV 360
Ennis	"	253	464	IGN 403	TBV 367

Exhibit A-13—Continued

Wichita Valley Railroad	May concentrate at	Distance to Houston				
		Direct movement via			Concentrate at Dallas	
		Abilene T&P Cisco Katy	Stamford and Katy	Wichita Falls, FW&DC Ft. Worth TLBV	Via Wichita Falls and Katy	Abilene T&P, Dallas and Katy
Byers	Dallas	613	601	396	539	704
Petrolia	"	609	596	391	534	700
Dean	"	600	588	383	526	691
Wichita Falls	"	591	579	374	517	682
Maples	"	587	575	372	521	678
Allendale	"	583	571	382	525	674
Holliday	"	577	564	588	531	668
Dundee	"	564	551	401	544	655
Maybells	"	549	536	416	559	640
Seymour	"	539	527	426	569	630
Bomarton	"	529	515	438	581	620
Goree	"	521	508	444	587	612
Munday	"	513	503	454	593	606
Weinert	"	506	494	459	602	597
Josselet	"	500	488	465	608	591
Haskell	"	494	482	471	614	585
McConnell	"	486	474	479	622	577
Stamford	"	479	466	487	630	570

Penick	"	.....	471	474	494	637	562
Anson	"	.....	465	480	501	844	557
Triplett	"	.....	457	487	500	851	543
Hawley	"	.....	454	491	512	555	545
Abilene	"	.....	440	505	525	668	531
Capron	"	.....	486	473	494	637	577
Sagerton	"	.....	493	481	401	644	584
Aspermont	"	.....	510	498	518	661	601
Swenson	"	.....	517	500	525	668	608
Peacock	"	.....	523	511	531	674	614
Orianna	"	.....	527	514	535	678	618
Jayton	"	.....	537	524	545	688	678
Girard	"	.....	547	534	555	698	638
Spur	"	.....	561	548	569	712	652

[fol. 42]

Texas Short Line Ry.	May concentrate at		Distance to Houston: Direct movement via Alba, Katy, Mineola, I-GN.	Distance to Houston: Via Alba and Katy through Dallas	Distance to Houston: Via Grand Saline Tex. Pac., Dallas and GC&SF.
Grand Saline	Dallas	.....	264	441	...
Grit	"	.....	258	435	439
Hoyt	"	.....	255	432	442
Alba	"	.....	...	431	443

Exhibit A-13—Continued

Wichita Falls & Southern Ry.	May concentrate at	Distance to Houston: Direct movement via Breckenridge, WFR&FW Dublin and Katy	Distance to Houston: WFS to Wichita Falls, Katy to Dallas thence Katy to Houston
Wichita Falls	Dallas	514	517
Maples	"	510	521
Lake Wichita	"	507	524
Huff	"	501	530
Luke Wilson	"	498	533
Archer City	"	489	542
Anarene	"	481	550
Olney	"	471	560
Orth	"	465	566
New Castle	"	458	573
Bullock	"	453	579
Graham	"	446	584
South Bend	"	437	594
Eliasville	"	430	601
Jimkurn	"	420	611
Gudger	"	415	616
Breckenridge	"	...	620

[fol. 44]

Statement Showing Comparison of Rates to New Orleans, La., [illegible]

From	To	Depo	
		New Orleans	H[illegible]
Oklahoma City, Okla.		87½	
Muskogee, Okla.		87½	
Durant, Okla.		78	
Ft. Smith, Ark.		78½	
Little Rock, Ark.		69	
Monticello, Ark.		69	
Shreveport, La.		59½	
Monroe, La.		57	
Alexandria, La.		54½	
Dallas (Common Point), Tex.		78	
Hearne (H. & T. C.), Tex.		78	
Howth, Tex.		73	
Paris, Tex.		78	

Tariff authority:

T. & P. Ry. 78-H, I. C. C. 2816.
F. A. Leland's 80-F, I. C. C. 1467.
Texas Line Tariff 17-I, A. C. Fonda's I. C. C. 135.
Mo. Pac. Tariff 215-J, I. C. C. A-5652.
Port Cotton Tariff No. 3, Glenn's I. C. C. A-370.
S. W. L. Cotton Tariff No. 43-O, F. A. Leland's I. C. C. [illegible]

New Orleans, La., October 24, 1923.

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(1) Memphis combination.

(2) No published through rates.

Exhibit No. A-28, Witness Gressaw

I. C. C. Docket 13991. I. C. C. Docket 14940. L. P. S. C. Case 277

La., Houston and Galveston, Texas, from Representative Origin Points in the States of Oklahoma, Arkansas, Louisiana and Texas for Depot and Shipside for Export Delivery

	Shippers compressed					Carriers' privilege						Uncompressed depot delivery		
	Depot delivery		Export S. S.			Depot delivery			Export S. S.					
	Houston	Galveston	New Orleans	Houston	Galveston	New Orleans	Houston	Galveston	New Orleans	Houston	Galveston	New Orleans	Houston	Galveston
½	83	83	88	87½	88	105½	101	101	106	105½	106	117½	113	113
½	83	83	88	87½	88	105½	101	101	106	105½	106	117½	113	113
	74	74	79	78½	79	96	92	92	97	96½	97	108	104	104
½	78½	78½	83	83	83	96½	96½	96½	101	101	101	(1)147	(2)	(2)
	72	72	73½	76½	76½	87	90	90	91½	94½	94½	(1)119½	(2)	(2)
	72	72	73½	76½	76½	87	90	90	91½	94½	94½	(1)141½	(2)	(2)
½	68	68	64	68	68	70½	80	80	75	80	80	81½	92½	92½
	61½	61½	61	66½	66½	75	79½	79½	79	84½	84½	87½	(2)	(2)
½	73	73	59	73	73	65½	85	85	70	85	85	76½	97	97
	80	80	67½	80	80	96	80	80	85½	85	85½	108	80	80
	67	74½	78	67	74½	96	74	74½	96	79	79½	108	67	74½
	47½	65½	73	47½	65½	91	65½	72½	91	70½	78	103	47½	57½
	80	80	78	80	80	96	80	80	85½	85	85½	108	80	80

C. C. 1597.

[fol. 43] **Exhibit No. A-27, Witness Gressaw**

I. C. C. Docket 13991. I. C. C. Docket 14940. L. P. S. C. Case 277

Switching Charge at New Orleans, La.

Press	Located on	To: Dumaine street wharf	To: Robin street wharf	To: Public cotton warehouse wharf tracks 1, 2, 3
New Orleans Compress Company	N. O. T. Co.	17.80	17.80	17.80
	I. C.	17.80	17.80	17.80
	L. R. & N.	17.80	17.80	17.80
Public Cotton Warehouse	.....	6.30	6.30	....
Terrell	N. O. P. B.	6.30	6.30	6.30
Virginia	.....	6.30	6.30	6.30
Pelican	I. C. & G. C. L.	15.30	15.30	15.30
Crescent City	I. C. & G. C. L.	15.30	15.30	15.30
Union	T. M. T. Co.	13.05	13.05	13.05
Louisiana	T. M. T. Co.	13.05	13.05	13.05

N. O. P. B. 1-G, I. C. C. 16.
T. M. T. 34-C, I. C. C. 21.
N. O. T. Co. 479-C, I. C. C. 23.
Sou. Ry. 477-D, I. C. C. 2996.
L. R. & N. 1400-E, I. C. C. A-887.
I. C. 2-A, I. C. C. 4519.
New Orleans, La., October 24, 1923.

(Here follows Exhibit A. No. 28, marked side folio page 44)

[fol. 45] **Exhibit No. A-35**

The Texas Transport & Terminal Company (Incorporated)

Steamship Agents

Engagement Note

Contract No. —

Houston, Texas, —— —, ——.

—— ——:

We beg to confirm your engagement of room for —— —— from —— to —— at rate of — cents per 100 pounds freight prepaid, shipper paying wharfage, per S. S. —— or other 100 A-1 Steamer, our option.

To be shipped from interior on or before —— —, ——.

To be delivered alongside the vessel, or at her loading berth, not later than —— —, ——.

Steamer has option of calling at other port or ports in order to load and/or discharge coal and/or other cargo and/or passengers.

It is understood and agreed that this contract is made subject to the Rules of the Maritime Committee of the Houston Cotton Exchange and Board of Trade, extracts from which are printed on the back, and all of which are made a part hereof, and on the express understanding that it is subject to all clauses and conditions contained in the Ocean Bill of Lading used by the vessel, which Bill of Lading and which rules are made part of this contract, copies of which will be furnished on application.

This contract shall not be relet or transferred without the consent of the steamship agents.

Signed in Duplicate.

The Texas Transport & Terminal Co. (Inc.), Agents.

—— ——, Local Manager.

Approved and accepted. —— ——, Shipper. —— ——, Broker.

Extract from the Rules of the Maritime Committee of the Houston Cotton Exchange and Board of Trade

Rule 1. Standard for Compressed Cotton and Linters

The basis of every freight engagement shall be a bale from a standard size gin box of 27 x 54 inches. An extra charge of $1.00 per bale shall be paid for ocean freight on all bales from boxes of greater length or width than the above size, and on all bales measuring more than 62 inches in length or 33 inches in width, when tendered to the steamer or ship agent.

Every compressed bale must be perfectly tied with sufficient steel ties or bands on delivery at vessel's loading berth.

Every bale must be completely covered with bagging to protect the contents from damage.

Every bale with protruding band ends or "spiders" shall be rejected for being in bad condition. The certificate of the Maritime Committee of the Houston Cotton Exchange and Board of Trade as to condition and measurement shall be conclusive proof and govern under this rule.

Rule 2. Density of Cotton and Linters

Every standard compressed bale shall contain a minimum density of 22½ pounds per cubic foot, and every high density compressed bale shall contain a minimum density of 34 pounds per cubic foot when delivered at vessel's loading berth, and any bales of either class containing less density than here required of that class shall be rejected; but the Ship Agent may, at his option, accept any standard bales containing less density than 22½ pounds per cubic foot, and any high density bales containing less density than 34 pounds per cubic foot, in which event the Ship Agent shall (provided such can be done without delay to the steamer and the required minimum density be secured), compress for shipper's account, at a cost not exceeding the price any available compress in Houston will compress the bale for, or accept it in the condition tendered, but charging the shipper extra freight proportionately for the additional space occupied, but not less than fifty (50¢) per bale. The Certifi-

cate of the Maritime Committee of the Houston Cotton Exchange and Board of Trade as to density shall be conclusive proof and govern under this rule and copy thereof shall be sent to the shipper.

Rule 3. Delivery of Goods

If the goods are not shipped or delivered in accordance with the contract, the Ship Agent, at his option, may cancel same, or carry forward to a later position or steamer, or re-engage at best rate obtainable, the shipper paying any freight difference and demurrage incurred. If no other cargo of such nature as the ship can carry can be secured, in a similar position, the shipper shall be responsible for dead freight. Shipper to have option of cancelling engagement, providing the Ship Agent does not furnish tonnage within a period of ten (10) days after the date of the steamer as specified in freight contract. In the event that shipper has not negotiated Custody Ocean Bills of Lading, the Ship Agent agrees upon cancellation by the shipper of contract as above, and surrender of Custody Bill of Lading, to transfer the shipment to any steamer on which freight room be provided by the shipper, that will insure earlier movement of the goods; cost of transfer to be borne by the shipper.

Notice of arrival of cotton on Through or Local Bills of Lading or the surrender of Local Bills of Lading or delivery of goods to the Ship Agent shall not release the shipper from responsibility as to the correct time of shipment or delivery of the goods.

Rule 4. Disputes

Any dispute shall be settled by arbitration in Houston, within thirty days after demand for arbitration by either party in accordance with the rules of the Houston Cotton Exchange and Board of Trade.

Rule 5. Penalties

The parties to a contract obligate themselves to pay each to the other, when and as due, in cash, at Houston, Texas, all amounts due or arising thereunder.

Rule 6. Marking of Bales of Cotton and Linters

Every bale must be well marked so that the marks can be read without any question of a doubt.

Bales must be marked with the best quality of ink, that will not fade, wash, or rub away. Marks to be placed between bands so no part of the mark will be covered by a band. No mark allowed upon the bale except brand (if any), and the mark under which the bale is moving for export. All other marks to be thoroughly obliterated so no part of any old mark will appear. Upon Round Bales the Gin Mark will be allowed to remain.

When the quality of the bagging is insufficient to carry the marks to destination, a patch of good bagging or cloth should be put on the bale under the bands to bear the mark.

Rule 7. Insurance Differences

In all claims for Difference in Insurance between first and second class liners and tramps, settlement shall be based upon the actual difference in the insurance paid by the shipper to the insurance company.

Rule 8. Definition of Terms

Immediate Shipment from the Interior: Shall mean actual shipment on cars within three days of date of contract.

Prompt Shipment from the Interior: Shall mean actual shipment on cars within ten days of date of contract.

Immediate Delivery: Shall mean delivery to the steamer by the day following the date of contract.

Prompt Delivery: Shall mean delivery to the steamer within five days of the date of contract.

Rule 9. Exceptions on Cotton and Linters

In order to obtain a receipt reading "in apparent good order and condition," each bale must be baled in the usual American method, and any other notation or qualification placed in or upon bills of lading or receipts referring to the apparent condition of the bales in other respects shall truly state the apparent condition of the particular bales tendered for shipment.

Rule 10. Weighing and Measuring Cotton and Linters

Cotton and linters shall be weighed and measured at vessel's loading berth. The measurements shall be taken on the bands for width and thickness, and from end to end for length.

[fol. 46] **Exhibit No. A-37**

Copy

I. C. C. Docket No. 14940

Application of Rates on Cotton to Gulf Ports

Watters, Hay & Company, Inc., Foreign Freight Brokers & Forwarding Agents, 340 Baronne Street

New Orleans, La., October 1st, 1925.

A Saving of 25 Cents

GENTLEMEN: We wish to advise that we are now in a position to effect a saving on all cotton shopped through the port of New Orleans for export of approximately 25¢ per bale, by compressing all standard cotton to high density at the port.

The domestic rail rate, including cost of delivery to the compress, is 5¢ per 100# less than the export rate, or approximately 25¢ per bale. By shipping the cotton in care of the Export Compress & Warehouse Company, our own compress, the carriers place the cotton into the press free of further charges on the domestic rate and the cost of compression is 75¢ per bale, including shipside delivery, which is off-set by the allowance of the steamship lines of 15¢ per 100# on high density cotton, or 75¢ per bale, thus saving you the shipside cost. Inasmuch as we are the only forwarding agents in the Gulf having our own compress, we can assure you of the very best of service, since we would certainly not permit your cotton to be placed in a compress to your detriment.

We have completed agreement with the railroads to permit cotton to go into the Export Compress & Warehouse

Company prior to surrender of original bills of lading. This means quick service and avoiding any penalty charge.

Mr. Hay is Vice-President and Mr. Watters Secretary-Treasurer of the Export Compress & Warehouse Company, of which compress, Mr. R. L. Taylor of the Grenada Cotton Compress Companies, is President.

This press is equipped to handle transit cotton, having switch tracks immediately adjoining the press, and having our own trucks to deliver the cotton to shipside, thus not being compelled to depend on outside assistance in any respect. By routing your cotton, notify Watters-Hay & Co., Inc., c/o Export Compress & Warehouse Co., you will then assure yourself of a most excellent service, and a saving of twenty five cents.

It will be our pleasure to give any further information upon request.

Yours very truly, Watters, Hay & Company, Inc.
A. A. Watters, Vice-Pres't.

AAW-HM

[fol. 47] **Exhibit No. A-38**

I. C. C. Docket No. 14940

Application of Rates on Cotton to Gulf Ports

Extracts from J. H. Glenn's Port Cotton Tariff No. 15-A, ICC A-525, which names rates on cotton from all Southeastern producing stations to Norfolk, Va., Lynchburg, Va., Petersburg, Va., Richmond, Va., Roanoke, Va., Suffolk, Va., West Point, Va., Hopewell, Va., Wilmington, N. C., Charleston, S. C., Savannah, Ga., Brunswick, Ga., Jacksonville, Fla., Pensacola, Fla., Mobile, Ala., Gulfport, Miss., New Orleans, La., and points taking same rates or made with relation thereto

Note No. 11. Application of Rates to Shipside.—Rates named in this tariff will not include delivery to shipside.

Note No. 12. Definition of the Term "Shipside."—The term "shipside" as used herein, means, according to the

customs or practices of various ports, the delivery to ships, barges or other water craft lying, except as may otherwise be provided, alongside wharf properties owned or operated by, or in connection with, lines named herein reaching the various ports.

NOTE No. 13. Rates to Shipside for Export.—When for export and to apply only as proportions of through export rates, and export bills of lading showing through rates to foreign destinations are issued, rates will be five (5) cents per 100 pounds higher than to the ports proper. Under no circumstances, will bills of lading be issued for shipside delivery.

Export cotton moving on through bills of lading shall not be delivered to port compresses until first receipted for to the rail carrier by the steamship line to which final delivery is required to be made.

[fol. 48] I. C. C. Docket No. 14940

Application of Rates on Cotton to Gulf Ports

Texas Intrastate Rates as Shown in Item 405 on Page 29 of Texas Lines Tariff No. 17-D, A. C. Fonda's I. C. C. 135, Including Cost of Compressing to the Extent Shown Below

Distances, miles		Rates	Amount of compressing charge that will be absorbed out of these rates
20 miles and less		28	0
25 miles and over	20	30½	0
30 " " "	25	33	0
35 " " "	30	35	0
40 " " "	35	38	0
45 " " "	40	40	0
50 " " "	45	43	0
55 " " "	50	45	0
60 " " "	55	47½	0
65 " " "	60	50	0
70 " " "	65	52	0
75 " " "	70	55	0
80 " " "	75	57	1

Distances, miles					Rates	Amount of compressing charge that will be absorbed out of these rates
85 miles and over				80	59½	3½
90	"	"	"	85	62	6
100	"	"	"	90	64½	8½
110	"	"	"	100	65½	9½
120	"	"	"	110	67	11
130	"	"	"	120	68	12
140	"	"	"	130	69½	13½
150	"	"	"	140	71½	15½
160	"	"	"	150	73	17
175	"	"	"	160	74½	18
190	"	"	"	175	76½	18
210	"	"	"	190	79	18
Over 210 miles					80	18

NOTE.—The extent of the absorption of this compressing is stated in Item 30, on page 15, of this same tariff.

[fol. 49]

Exhibit No. A-72

I. C. C. Docket 13991. I. C. C. Docket 14940. L. P. S C. Case 277

Switching Charge at New Orleans, La.

Press	Located on	To— Dumaine St. wharf	Robin St. Wharf	Public Cotton Warehouse Wharf tracks Nos. 1-2-3.
New Orleans Compress Company	N. O. T. Co.	1780	1780	1780
	I. C.	1780	1780	1780
	L. R. & N.	1780	1780	1780
Public Cotton Whse.	N. O. P. B.	7.00	7.00	7.00
Terrell	N. O. P. B.	7.00	7.00	7.00
Virginia, Mississippi	N. O. P. B.	7.00	7.00	7.00
Commercial	N. O. P. B.	7.00	7.00	7.00
Federal Comp. & Whse. Co	I. C.-G. C. L.	15.30	15.30	15.30
Union	T. M. T. Co.	13.05	13.05	13.05
Louisiana	T. M. T. Co.	13.05	13.05	13.05
Union Whse. Co. Inc	La. Sou.	15.30	15.30	15.30

Tariff authority:

N. O. P. B., 1-J, I. C. C. 25.
L. R. & N., 1400-F, I. C. C. A-944.
N. O. T. Co., 479-D, I. C. C. 24.
La. Sou. 2, I. C. C. 4.
G. C. L., 487-E, I. C. C. A-672.
I. C. R. R., 2-B, I. C. C. 6700.

(This exhibit brings up to date information formerly shown in exhibit A-27 (Rec. p. 803, Witness Glessow).
New Orleans, La., April 19, 1926.

(Here follows Exhibit No. A-73, marked side folio page 50)

Statement Showing Comparison of Rates to New Orleans, La., Houston a
and Shipside

To.....	New Orlea	
From	A	B
Oklahoma City, Okla.	87½	88
Muskogee, Okla.	87½	88
Durant, Okla.	78	79
Fort Smith, Ark.	78½	83½
Little Rock, Ark.	69	74
Monticello, Ark.	69	74
Shreveport, La.	62	67
Monroe, La.	58½	63½
Alexandria, La.	56	61
Dallas (Tex. Common Pt.), Tex.	78	67½
Hearne, Tex.	78	78
Howth, Tex.	(1)	(1)
Paris, Tex.	78	67½

References:

A—Depot Delivery.
B—Export Shipside Delivery.
C—Difference B over A except as noted.

Tariff Authority:

T. & P. 78-K, I. C. C. 3220.
S. W. L. 80-G. I. C. C. 1776.
Mo. Pac. 215-L, I. C. C. A-6572.
Fonda 50, I. C. C. 166.
Fonda 170, I. C. C. 135.
S. W. L. 43-O, I. C. C. 1597.

6—Difference B under A.
(1)—No compress at Howth, Tex.

Note.--Uncompressed rates to not apply to shipside.

(This exhibit brings up to date rates formerly shown in exhibit
and the difference under Column C was not specified in the former exh

New Orleans, La., April 19, 1926.

Exhibit No. A-73

I. C. C. Docket 13991. I. C. C. Docket 14940. L. P. S. C. Case 277

uston and Galveston, Texas, from Representative Origin Points in the States of Oklahoma, Arkansas, Louisiana, and Texas for Depot Shipside for Export Delivery, Showing Difference in Rates for the Two Deliveries

Shippers compressed								Compressed in transit								Uncompressed (Note)		
ew Orleans		Houston			Galveston			New Orleans			Houston			Galveston		New Orleans	Houston	Galveston
B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	A	A
88	½	83	88	5	83	88	5	105½	106	½	101	106	5	101	106	5	117½	113	113
88	½	83	88	5	83	88	5	105½	106	½	101	106	5	101	106	5	117½	113	113
79	1	74	79	5	74	79	5	96	97	1	92	97	5	92	97	5	108	104	104
83½	5	78½	83½	5	78½	83½	5	96½	101½	5	96½	101½	5	96½	101½	5	(2)	(2)	(2)
74	5	72	77	5	72	77	5	87	92	5	90	95	5	90	95	5	(2)	(2)	(2)
74	5	72	77	5	72	77	5	87	92	5	90	95	5	90	95	5	(2)	(2)	(2)
67	5	62	67	5	62	67½	5½	80	85	5	80	85	5	80	85½	5½	92	92	92
63½	5	62	67	5	62	67	5	76½	81½	5	80	85	5	80	85	5	88½	92	92
61	5	56	61	5	56	61½	5½	74	79	5	74	79	5	74	79½	5½	86	86	86
67½	ø10½	62	67½	5½	62	67½	5½	96	85½	ø10½	80	85½	5½	80	85½	5½	108	80	80
78	..	56	61½	5½	56½	62	5½	96	96	..	74	79½	5½	74½	80	5½	108	67	74½
(1)	..	(1)	(1)	..	(1)	(1)	..	91	91	..	65½	71	5½	72½	78	5½	103	47½	57½
67½	ø10½	62	67½	5½	62	67½	5½	96	85½	ø10½	80	85½	5½	80	85½	5½	108	80	80

xhibit A-28 (Rec. p. 804) Witness Giessow. The figures are rearranged to bring the shipside rates to each port next to the domestic rates ner exhibit.)

[fol. 51] **Exhibit No. A-74**

I. C. C. Docket 13991. I. C. C. Docket 14940. L. P. S. C. Case 277

Statement Showing Receipts and Disposition of Cotton at New Orleans, La., for Season August 1, 1924, to July 31, 1925. (See Note.)

Receipts		2,104,139	
Disposition:			
Export:			
Great Britain	477,080		
France	90,822		
Continent	811,200		
Total		1,379,102	
Coastwise		245,929	
Rail to Northern mills		1,776	.09 of 1%
Rail to Western mills		4,786	.23 of 1%
Rail to Southern mills		439,024	20.81%
Local consumption		34,949	1.66%
		2,105,566	

NOTE.—Excess disposition over receipts taken from stock on hand from season 1922-1923.

Statement showing receipt and disposition of cotton at New Orleans, La., for season August 1, 1923, to July 31, 1924.

Receipts			1,543,760
Disposition:			
Export:			
Great Britain		302,608	
France		89,271	
Continent		553,348	
Total			945,227

Coastwise	111,185
Rail to Northern mills	3,459
Rail to Western mills	686
Rail to Southern mills	441,723
Local consumption	38,648
	1,540,928
Carry over	2,832
	1,543,760

Figures furnished by Secretary of New Orleans Cotton Exchange.

Giessow's Exhibit A-29 (Rec. p. 804) shows above information for season 1922-1923.

New Orleans, La., April 19, 1926.

(Here follows Exhibit No. A-75, marked side folios page 52)

[fol. 53] **Exhibit No. A-78**

I. C. C. Docket 13991. I. C. C. Docket 14940. L. P. S. C. Case 271

Handling Charges at New Orleans, La., Applicable on Various Commodities, in Cents per 100 Pounds

Article	Charge
Cotton in Bales	5
Articles, N. O. S.	5
Asbestos	3½
Bagging, Hemp or Jute	3¼
Burlap or Gunny Bagging	3¼
Bags, Burlap and Gunny	3¼
Beans	3½
Beet Pulp	3½
Borax	3½
Calcium Arsenate	3½
Canned Goods	3½
Cement	2½
Chalk, crude	3½
Clay	3½
Cob Meal	3½

Statement of Rat

From Dallas, Texas	Houston, Tex., shipside	
1. Carriers compression to standard density between origin and port:		
A—Rate to port (shipside)	85½	
2. Carriers compression to standard density between origin and port with high density compresion at the port:		
A—Rate to port	(a) 82	(a)
B—High density compression including shipside delivery	15	
C—Total	97	
3. Movement flat to port with high density compression thereat:		
A—Rate to port	(a) 82	(a)
B—High density compression including shipside delivery	15	
C—Total	97	
4. Compression at Dallas from flat to high density (carriers absorbing 18 cents per 100 pounds and shippers balance):		
A—Rate to port (shipside)	85½	
B—Extra compression cost	(c) 2	(c)
C—Total	87½	
Advantage of Dallas Concentrator over port concentrator through high densitying cotton:		
2 versus 4	9½	
3 versus 4	9½	

Note 1.—Based on compliance with decision in I. C. C domestic rate exceeds export shipside rate.)

Note 2.—Based on compliance with decision in I. C.C.

(a)—Two cents (2¢) wharfage added.

(b)—Fifteen cents (15¢) per 2,000 pounds (¾ cent

(c)—Based on high density in lieu of standard densi

Col. 1 . . . Rates paid without taking advantage of . . .

[fol. 52]

Exhibit No. A-75

I. C. C. Docket 13991. I. C. C. Docket 14940. L.

Statement of Rates on Cotton, in Cents per 100 Pounds, for Export, Including Wh

From Dallas, Texas	Based on present rates to					Based	
	Houston, Tex., shipside	Texas City, Tex., shipside	Galveston, Tex., shipside	New Orleans, La., shipside		Houston, Tex., shipside	Texas City, Tex., shipsid
				Col. 1	Col. 2		
1. Carriers compression to standard density between origin and port:							
A—Rate to port (shipside)	85½	85½	85½	85½		85½	85½
2. Carriers compression to standard density between origin and port with high density compresion at the port:							
A—Rate to port	(a) 82	(a) 82	(a) 82	(b) 96¾	85½	(a) 85½	(a) 85½
B—High density compression including shipside delivery	15	10	15	15	15	15	10
C—Total	97	92	97	111¾	100½	100½	95½
3. Movement flat to port with high density compression thereat:							
A—Rate to port	(a) 82	(a) 82	(a) 82	108¾		(a) 85½	(a) 85½
B—High density compression including shipside delivery	15	12	15	15		15	12
C—Total	97	94	97	123¾		100½	97½
4. Compression at Dallas from flat to high density (carriers absorbing 18 cents per 100 pounds and shippers balance):							
A—Rate to port (shipside)	85½	85½	85½	85½		85½	85½
B—Extra compression cost	(c) 2	(c) 2	(c) 2	(c) 2		(c) 2	(c) 2
C—Total	87½	87½	87½	87½		87½	87½
Advantage of Dallas Concentrator over port concentrator through high densitying cotton:							
2 versus 4	9½	4½	9½	24¼	13	13	8
3 versus 4	9½	6½	9½	36¼		13	10

Note 1.—Based on compliance with decision in I. C. C. Docket 14940 by increasing domestic rates to Texas ports 3½ domestic rate exceeds export shipside rate.)

Note 2.—Based on compliance with decision in I. C.C. Docket 14940 by reducing export shipside rates to Texas ports

(a)—Two cents (2¢) wharfage added.

(b)—Fifteen cents (15¢) per 2,000 pounds (¾ cent per 100 pounds) added for tollage.

(c)—Based on high density in lieu of standard density compression at Dallas ($1.00 per bale).

Col. 1.—Rates paid without taking advantage of concentration and tollage absorption.

Col. 2.—Rates protected by claim under concentration and tollage absorption provisions based on first concentration.

From Dallas, Texas	Houston, Tex., shipside	Texas City, Tex., shipside	Galveston, Tex., shipside	New Orleans, La., shipside		Houston, Tex., shipside	Texas City, Tex., shipside
				Col. 1	Col. 2		
1. Carriers compression to standard density between origin and port:							
A—Rate to port (shipside)	85½	85½	85½	85½		85½	85½
2. Carriers compression to standard density between origin and port with high density compresion at the port:							
A—Rate to port	(a) 82	(a) 82	(a) 82	(b) 96¾	85½	(a) 85½	(a) 85½
B—High density compression including shipside delivery	15	10	15	15	15	15	10
C—Total	97	92	97	111¾	100½	100½	95½
3. Movement flat to port with high density compression thereat:							
A—Rate to port	(a) 82	(a) 82	(a) 82	108¾		(a) 85½	(a) 85½
B—High density compression including shipside delivery	15	12	15	15		15	12
C—Total	97	94	97	123¾		100½	97½
4. Compression at Dallas from flat to high density (carriers absorbing 18 cents per 100 pounds and shippers balance):							
A—Rate to port (shipside)	85½	85½	85½	85½		85½	85½
B—Extra compression cost	(c) 2	(c) 2	(c) 2	(c) 2		(c) 2	(c) 2
C—Total	87½	87½	87½	87½		87½	87½
Advantage of Dallas Concentrator over port concentrator through high densitying cotton:							
2 versus 4	9½	4½	9½	24¼	13	13	8
3 versus 4	9½	6½	9½	36¼		13	10

NOTE 1.—Based on compliance with decision in I. C. C. Docket 14940 by increasing domestic rates to Texas ports 3½ c domestic rate exceeds export shipside rate.)

NOTE 2.—Based on compliance with decision in I. C.C. Docket 14940 by reducing export shipside rates to Texas ports 3½

(a)—Two cents (2¢) wharfage added.

(b)—Fifteen cents (15¢) per 2,000 pounds (¾ cent per 100 pounds) added for tollage.

(c)—Based on high density in lieu of standard density compression at Dallas ($1.00 per bale).

Col. 1.—Rates paid without taking advantage of concentration and tollage absorption.

Col. 2.—Rates protected by claim under concentration and tollage absorption provisions based on first concentration.

Tariff Authority:

Fonda's 50, I. C. C. 166.
Leland's 43-0, I. C. C. 1597.
Fonda's 17-D, I. C. C. 135.
New Orleans, La., April 19, 1926.

L. P. S. C. Case 277

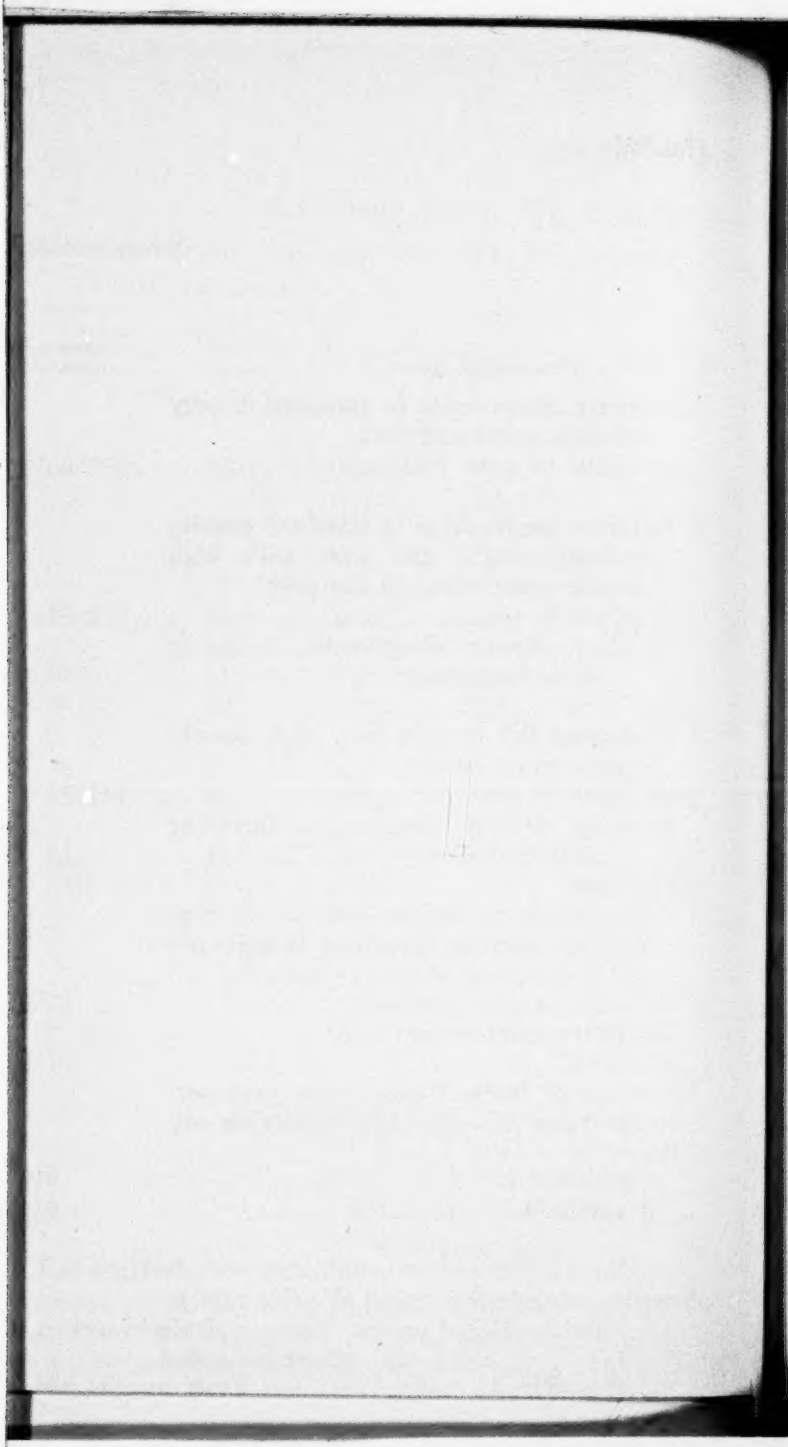
Wharfage at Texas Ports and Tollage at New Orleans

sed as shown in Note 1 to				Based as shown in Note 2 to				
xas Tex., pside	Galveston, Tex., shipside	New Orleans, La., shipside		Houston, Tex., shipside	Texas City, Tex., shipside	Galveston, Tex., shipside	New Orleans, La., shipside	
5½	85½	85½ Col. 1	Col. 2	82	82	82	82 Col. 1	Col. 2
5½	(a) 85½	(b) 96¾	85½	(a) 82	(a) 82	(a) 82	96¾	82
0	15	15	15	15	10	15	15	15
5½	100½	111¾	100½	97	92	97	111¾	97
5½	(a) 85½	108¾		(a) 82	(a) 82	(a) 82	108¾	
2	15	15		15	12	15	15	
7½	100½	123¾		97	94	97	123¾	
5½	85½	85½		82	82	82	82	
2	(c) 2	(c) 2		84	84	84	84	
7½	87½	87½		84	84	84	84	
	13	24¼	13	13	8	13	27¾	13
	13	36¼		13	10	13	39¾	

3½ cents and continuing present export shipside rates. (No change to New Orleans account present

ts 3½ cents with New Orleans equalized on export rate.

ion. Where cotton has previously been concentrated a 3½ cent penalty is added.



Article	Charge
Coffee	3½
Copper, Ingot or Pig	3½
Copra	2½
Cotton Goods	4
Cottonseed Meal & Cake Flaxseed Meal & Cake Peanut Meal & Cake, etc.	2½
Cotton Ties	3¼
Extract, bark or tanning	3½
Feed	3½
Fertilizer & Fertilizer Material	2½
Fruit	4
Fuller's Earth	3½
Grain & Grain Products	3½
Graphite Dust & Facing	3½
Hemp	4
Cottonseed in sacks	2½
Knitting Factory Products	4
Leaf Tobacco	3½
Lime, Acetate	3½
Lime, Nitrate of	#70
Marble Dust	3½
Molasses	3½
Ochre	3½
Ore Asbestos	3½
Ore Arsenic	3½
Ore Beauxite	3½
Ore Magnesite	3½
Ore Manganese	3½
Ore Tailings	3½
Packing House Products	3½
Paper Wrapping & Newsprint	3½
Paper printing other than newsprint	3½
Peas	3½
Peanuts	3½
Phosphate, Rock & Soft Phosphate	3½
Plaster, Wall	3½
Rags	3½
Rice & Rice Products	2½
Salt	2½
Salt Cake	3½

Article	Charge
Seeds	3½
Shingles	4
Sugar	3½
Vegetables	4
Waste	4
Waste Paper	3½
Wood Pulp	3½

[fol. 54-1] **Exhibit No. A-85—J. J. Morrissey**

I. C. C. Docket No. 14940

Application of Rates on Cotton to Gulf Ports

I. C. C. Docket 11965, Testimony of Witness J. J. Morrissey, Record Pages 768 to 789, inclusive

Direct examination.

By Mr. Ross:

Q. Mr. Morrissey, I wish you would state your railroad experience and your present connection with the Santa Fe Railway.

A. I joined the accounting Department of the Santa Fe in 1892. I left them in 1901 and became Superintendent of the Leland and Gulf Transport Steamship Lines. I returned to the Santa Fe, to the General Manager's Department, in 1906. The Santa Fe released me in 1908 to take part in their cattle raisers' case in which 53 roads were interested. I worked pretty near a year on that case, for Judge McHigh, of Omaha, and Judge Terry of Galveston, and was afterwards assigned to assist the Master in St. Louis in his findings together with Examiner Seymour, of the Interstate Commerce Commission. We worked there about five months. When that case was disposed of, I returned to the office of the Vice-President and General Manager. I left them again in 1915. I engaged in contracting and stevedoring. I was in that line of business until 1918, when the war put me out of business. I returned again to

the Santa Fe and I am now occupied as statistician in the office of the Vice-President and General Manager, looking after, analysing operating expenses.

Q. I believe you want to offer your first exhibit.

A. I have prepared some photographs here, which comprise seventeen sheets, covering the average out-of-pocket freight train cost and other incidental transportation expenses in connection with the haul of 540 bales of cotton.

Exam. Mullen: This will be received and marked Exhibit No. 110.

(The document was thereupon received in evidence, marked, "Defendants Exhibit No. 110, Witness Morrissey," and is forwarded herewith.)

The Witness: This cotton was shipped flat all the way from a point in Oklahoma one hundred miles north of Gainesville, Texas, through Galveston. I have also worked out figures covering the cost of a similar shipment of 540 bales moved flat from a point in Oklahoma 100 miles north of Gainesville into Gainesville, compressed there and afterwards moved to Galveston.

[fol. 54-2] The ascertained cost of flat cotton, as shown on the second sheet of this exhibit, is worked out in detail, on a ton-mile basis, covering the transportation movement, and also the cost of the surplus movement of empty cars, the per diem, at $1.00 per day per car on the surplus cars while en route Gainesville to Galveston, the estimated cost of switching these surplus cars at Galveston to and from, that is, the loaded cars to the compress and the empty cars from the compress back to the railroad yards, and also a back haul on 75 per cent of the surplus cars back to Somerville, Texas, which is the assembling point for cars for lumber loading in East Texas. There is also an item of two days per diem on the surplus cars at Galveston and one day per diem on the movement back to Somerville, 142 miles, making a total cost of out-of-pocket expenses of $558.16.

The next sheet, marked Exhibit No. 2, covers the movement of 540 bales compressed at Gainesville, worked out on a ton-mile basis and applying the average ton mile cost as shown on the next sheet, marked Exhibit A, which cost is $1.50 per thousand gross-ton-miles, covering locomotive re-

pairs, engine house expenses, fuel, other locomotive supplies, engine and trainmen and train supplies. Three months average was used in order to get a fair average cost.

To follow the movement of this compressed cotton, the total ton miles amounts to 179,022. This, at $1.50 per thousand amounts to $268.53.

Switching at Gainesville to and from the compress, one hour at $9.50 per hour, exhibits "B" and "C," which cover this feature; per diem while unloading at compress at Gainesville one day for each car, $20; per diem while loading at compress, Gainesville, the cotton that had arrived in 20 cars and moved out in 8 cars, $8.00,—a total cost of $306.03, a difference of $252.13 in the flat cotton as compared with the compressed cotton, or an increase in expenses, flat compared to compressed, of 82.39 per cent.

The figures covering the details of the switch engine cost are shown on Exhibit C. The figures covering the number of bales per car are shown on Exhibit "D," and are the result of a check made at Galveston freight station of 2,285 cars, containing 153,330 bales, which turned out an average number of bales per car of 67, compressed.

The average of 565 cars of flat cotton, containing 15,114 bales, was 27 bales per car.

Mr. E. E. Taylor, Superintendent at Cleburne, of the Gulf, Colorado and Santa Fe Railroad, at the request of the general manager of the Gulf, Colorado & Santa Fe, person-[fol. 54-3] ally made a test at Gainesville of the service to and from the compress. A copy of his report is contained in this file on page 9. The details of his report are shown on page 10. He pulled 12 cars in 8 minutes. He left the south lead with 8 cars and spotted those eight cars at the compress in four minutes. He made another test, which developed four minutes, and his fourth test three minutes.

The cars handled in making tests from yard to compress were coupled and stood first out. No coupling to be made on cars standing on compress track which were used in making this test. Distance from south lead of main yard to head block of compress switch about 935 feet.

From pages 11 to 17, inclusive, contain the car numbers and details showing the dates placed and the dates released of 148 cars which were unloaded at the compress at Gainesville. That is on pages 11 to 14 inclusive. On pages 15

to 17, inclusive, the details are shown of the number of cars of cotton loaded out from the press at Gainesville. It also shows the date placed for loading and the date loading completed.

By Mr. Hershey:

Q. Mr. Morrissey, where you have shown the expense of handling this cotton in either the uncompressed or the compressed condition, that is the expense that is simply chargeable to the operatioon only?

A. Well, stated here that—Exhibit A says:

"Above expenses cover what are usually known as out-of-pocket expenses, and do not include maintenance of way and structures, or any overhead transportation, equipment, traffic or general expenses, as defined by the Interstate Commerce Commission."

Mr. Hershey: You did. That is right.

The Witness: I now submit Exhibit No. 111.

Exam. Mullen: That will be received.

(The statement was thereupon received in evidence, marked "Defendants Exhibit No. 111, Witness Morrissey," and is forwarded herewith.)

The Witness: This exhibit applies the excess cost of Exhibit No. 110 to the cotton movement from Oklahoma to Galveston from August to December, 1920, and also compares the car-days on each shipment flat and compressed.

The excess cost of moving 540 bales, compared with the cost of moving 540 bales compressed at Gainesville was $252.13. Now, I deducted from that the back-haul and the per diem, which amounted to $79.34, and left a net excess cost of $172.79.

[fol. 54-4] From August to December, inclusive, the compressed cotton from Oklahoma to Galveston in bales amounts to 32,124. Applying the net excess cost——

Exam. Mullen: It will not be necessary to read all of that into the record, Mr. Morrissey.

The Witness: No, sir, the excess cost of that was $10,279.08.

I now come to the car-days, 32,124 and the 3,806 flat bales made a total of 35,930, which we have allotted on the basis of the out-turn of the flat cotton at Galveston, namely, 27 bales per car. This brought a result of 1,331 cars. That multiplied by the 511 miles, which was the distance from a point 100 miles north of Gainesville, made car miles loaded 680,141.

The standard set by the Railroad Administration and afterwards adopted by the American Railway Association, and is still looked upon as a standard of excellence, is 30 car miles per car-days for freight equipment. We have divided the loaded car miles by 30 car-miles per car day, and this arrived at 22,671 car days for flat cotton.

Now, without going into the details of the other, the car days on the compressed cotton, using the same formula, amounted to 12,931, or an excess car days, flat cotton over compressed cotton of $20,019.08, which does not include any overhead expenses or interest on the investment.

By Mr. Ross:

Q. Now, Mr. Morrissey, those figures represent the actual increase in cost, out of pocket cost, to the carriers, compressed versus uncompressed?

A. As worked out here, yes, sir.

Q. Now, a carrier ought to earn a fair return on the property invested to render the service, should it not, which would include, of course, maintenance of way, superintendence and other items which are not included in the cost of rendering this service?

A. Yes, sir. This cotton should contribute a fair proportion to the upkeep of the property.

I now offer my Exhibit No. 112.

Exam. Mullen: That will be received.

(The statement was thereupon received in evidence, marked "Defendants Exhibit No. 112, Witness Morrissey," and is forwarded herewith.)

[fol. 54-5] The Witness: This exhibit is introduced for the purpose of showing what the total cost of freight service is on the Santa Fe road as compared with the $1.50 for transportation purposes only.

Now, we can dismiss this very briefly. The cost of all freight operating expenses and maintenance amounts to $4.99 per thousand gross ton miles, and on the basis of 1,000 net ton miles, the cost was $11.19.

That is all the figures I made.

By Mr. Ross:

Q. Now, with reference to your figures on the car service at Galveston, that was taken from actual performance, was it?

A. Yes, sir, I made a particular investigation at the yard's office as to general detention of cars as to the length of time it took an engine to place those cars and return the empties after the cars had been unloaded.

By Mr. Hershey:

Q. Mr. Morrissey, in basing your expenses in the handling of compressed cotton on the proposition that cotton might move 100 miles flat and 411 miles compressed, you used that basis because 100 miles north of Gainesville would be the end of the Gulf, Colorado and Santa Fe and the end of the freight division on the north of which Gainesville is the end on the south?

A. Well, 100 miles is the ideal operating division, because you pay your men on the basis of 100 miles and you get fuller service and better service from an operating point of view than you do when breaking up your trains and working in between divisions.

Q. Well, as a matter of fact, uncompressed cotton moving into the compresses Gainesville and north, ordinarily would move very much less than 100 miles, would it not, so that this basis which you have used is a very liberal one?

A. Well, as I said before, it is the most economical one. It is the ideal one to use. It is based from the transportation point of view because that is what the transportation man aims at, is to get every mile he can out of what he pays for wages.

Q. You would never move flat cotton into a compress to exceed 100 miles, would you?

A. Decidedly no. I consider that would be a losing proposition.

Q. Probably, however, that would be the actual movement?

A. Yes.

[fol. 54-6] By Mr. Ross:

Q. Mr. Morrissey, from your experience and judgment, would you say that the Santa Fe Railroad is operated about as economically and as judiciously as any other line of railroad in the country?

A. Well, I should say so. I do not know of anything that is much closer today than the operating expenses of the Santa Fe Railroad.

Exam. Mullen: That finishes the direct?

Mr. Ross: Yes, Sir.

Exam. Mullen: You may cross-examine, Mr. Fulbright.

Cross-examination.

By Mr. Fulbright:

Q. I understand the purport of this exhibit to be, Mr. Morrissey, that the operating cost of handling 540 bales flat from a point 100 miles the other side of Gainesville into Galveston would be $252.13 more than the operating cost of handling the same number of bales to Gainesville, compressing it there and hauling it from Gainesville to Galveston?

A. Yes, sir, that is the way it works out.

Q. Now, if the railroad were paying $1.00 per bale, have you deducted $1.00 per bale for the cost of compression in making this? You have not indicated that.

A. I did not go into rates at all. I do not know anything about rates.

Q. If the railroads do save $1.00 per bale, or 20 cents per hundred pounds, it would save $540.00 by hauling that cotton through flat. That would more than offset your $252.00 increase in operating costs, would it not?

A. Yes, but please bear in mind that this $252.13 is only the out of pocket expense. It does not take in a fair proportion of the operating and maintenance of the road at all.

Q. I know that, and we are just looking at it from a purely operating standpoint now, and that is that you are

saving an operating expense of $252, but you are also paying out $1.00 per bale to have this cotton compressed.

A. Well, I do not know what the compress charges are.

Q. Well, you did not go into that feature at all?

A. I did not.

[fol. 54-7] Q. Now, the only basis you used for your average loading of 27 bales of flat cotton was the figures made here at Galveston for the test period?

A. That is the figures that are in these exhibits, yes, sir, actual out-turn of the cars in Galveston.

Q. In your investigations, have you undertaken at any time to ascertain how much flat cotton could be loaded in a car economically?

A. I went to see the loading foreman at the freight depot at Galesvton in this connection, and I cross examined him on the cotton platform as to the out-turn of the cars along the lines I have shown here, and he told me that more cotton could be loaded in the cars, both flat and compressed,—not one, but both of them—than the out-turn showed,—more could be put in there. Of course that is easily demonstrated.

Q. Yes. But this was simply based on a certain period that you had here at Galveston?

A. Just exactly the service that the Santa Fe rendered to the public.

Q. Now, I was interested in the statement, the list shown at page 11 and pages following, in your main exhibit, No. 110. Have you a copy of the instructions and the report with you upon which you made this up?

A. You mean the original letters?

Q. Yes. You requested this information from your representative at Gainesville?

A. Yes, Superintendent Taylor, at Cleburne, furnished this information.

Q. Was nothing except the information in here shown in this letter?

A. That letter of transmittal, and here is a copy of the reply I sent him, over Mr. Pettibones name, that I thought he had procured sufficient information without burdening the clerks up there with any more work of this kind.

Q. Have you a copy of your request for the information?

A. I do not know that I have. I have a great big file on

that matter and I do not believe I have. I can get it, though I expect.

[fol. 54-8] Q. Well, what you expected was what this indicates to be furnished?

A. Here it is. It was a telegram.

Q. Let me see it. It may not be necessary to read it into the record.

A. It was a personal telegram to E. C. Taylor, Cleburne:

"Let me know how long it will take switch engine Gainesville to switch car cotton from yard to compress and switch car back to yard when loaded based on the average time used by yard engines in this work. Also want average car detention at compress while unloading and average car detention while loading. Handle personally as you may have to testify in the case. Mail reply addressed to J. P. Cowley, Personal, using symbol M-9. Signed F. G. Pettibone."

Q. You have in here the reply, have you not?

A. The reply is there, but I think I sent him a second telegram. Here it is, yes, another personal wire:

"Figure time Gainesville on one car, 8 cars and 20 cars showing engine time separate for each lot in placing at the press and moving cotton back to yard, when loaded. It may be that there is no material diffeernce in time for each lot, but we must have figures that will stand the test. Try and let me have this information by Tuesday."

This was the correspondence I had with Mr. Taylor.

Q. But those are the instructions which you gave him?

A. Those are the instructions.

Q. Now, you will note this report shows first the date the car was placed at the press?

A. Yes, sir.

Q. Now, did he indicate the day the car arrived at the station at Gainesville?

A. No.

Q. No. He only indicated the spotting for unloading, or the date it was placed?

A. The date it was placed.

[fol. 54-9] Q. And therefore, all this exhibit shows is how long it took the compress to unload it and release it, is it not?

A. Yes, sir, the movement to and from the compress.

Q. And it does not show what amount of detention there may have been from the time the car arrived in Gainesville until it was placed at the compress for unloading?

A. I have his original here:

"Mr. F. G. Pettibone, vice-president and general manager, Galveston, Texas. Your wire——

Q. Is not that in here?

A. Well, now, if it is, it may not be copied correctly. Here is the original.

Exam. Mullen: It is page 9 of your exhibit, Mr. Morrissey. That is sufficient.

The Witness: Well, this shows just exactly the time taken up in going to the press and from the press.

From Mr. Fulbright:

Q. The letter agrees with the statement at page 11 and following?

A. It does.

Q. Now, then, at pages 15 and following is the last statement, and that shows the day the car was placed for loading from the compress?

A. Yes, sir.

Q. And the date the loading was completed?

A. Exactly.

Q. But it does not show how long it took that car to get out of Gainesville, does it?

A. Well, that would be a Santa Fe proposition. That would not be up to the compress at all.

Q. So that this exhibit does not undertake to show the amount of detention there was at Gainesville on these cars?

A. It shows the time lost in getting the cotton compressed.

Q. It shows the time that it took the compress to unload the cotton, and then it shows the time that it took them to load it back into the car after the car was placed at the compress. That is what the report shows is it not?

[fol. 54-10] A. Yes.

Q. On page 4, do you consider that the item of locomotive repairs would normally be as high an item of expense, or approximately so, as the item of salaries of engine and train men?

A. Engine and train men are 41 cents per thousand, and locomotive repairs 35 cents.

Q. There is very little difference, is there not?

A. Six cents.

Q. Do you think that represents a normal condition?

A. Yes. There is three months here, and there is very little difference between the three months in repairs.

Q. The annual repairs of the Santa Fe, on file with the Interstate Commerce Commission, would show the total amount of each of those items under the appropriate account, would it not?

A. It most decidedly would.

Q. And from those reports, we could verify that and see what the railroad's proportion would be for a year?

A. Yes, sir.

Mr. Fulbright: I am wondering if there would be any objections to my referring to figures in the published reports, for the purpose of ascertaining the percentage of them,—published reports on file with the Commission.

Exam. Mullen: You mean in your Brief?

Mr. Ross: I think the Commission has access to them.

Exam. Mullen: You are going to refer to it and call our attention to it by citing the official reports to the Commission?

Mr. Fulbright: Yes.

Exam. Mullen: That will be all right.

The Witness: Bear this in mind, that you have started a new era in September, and that was one of the things that actuated me in selecting September, October and November, because the decision No. 2 went into effect.

[fol. 54-11] By Mr. Hershey:

Q. Whose decision No. 2, Mr. Morrissey?

A. Wage Board decision No. 2 was paid in August on the Santa Fe and covered back pay, back to May, and about the highest increase in that decision No. 2 is in connection with repairs to locomotives, so that any figures that you get prior to that date will not be a fair comparison with the figures here.

By Mr. Fulbright:

Q. Well, was the increase in the wages of engine and trainmen higher, proportionately, than the increase in the wages of men engaged in locomotive repair work?

A. The basis that is used here fluc-uates with the volume of business. Your unit is derived from 1,000 gross ton miles. If your gross ton miles fluctuates to any great extent, it has an effect on the unit which you derive from that source.

Q. The item of locomotive repairs would include the expense of labor engaged in making the repairs?

A. The repairs will include wages and material.

Q. Yes. Now, General Order No. 2—is that what you call it?

A. No. Decision No. 2.

Q. Decision No. 2.

Mr. Ross: By the Wage Board?

The Witness: By the Wage Board, yes, sir.

By Mr. Fulbright:

Q. Decision No. 2 by the Wage Board makes increases in the wages of the men making repairs and also in the wages of the men engaged in operating trains?

A. Yes, sir.

Q. So that the increase would be reflected in both cases?

A. Yes, but it will not be fair to make a comparison with a period prior to this, because this is a considerable increase over the first months of the year.

Q. Now, on page 8 of the same exhibit, at the bottom, is shown statement showing the actual test of time of switch engine setting. Did that mean from the time the switch engine back-hauled all the cars until they were actually set at the press?

A. I think if you will look at page 10, you will find that I have read that off already.

Q. Oh yes. These were specific tests made for the purposes of this case, were they not?

[fol. 54-12] A. Yes, sir.

Q. They did not take into consideration the time that had elapsed between the date the car arrived in the yard until the switch engine took hold of it?

A. No. No transportation delays were taken into this at all.

Q. Now, those cars may have been in a convenient place in the yard or at some point in the yard where it would take less time than for them to load at some other points?

A. The whole distance here is only 935 feet—just a few turns of the engine and she is there.

Q. What is the size of the yards there?

A. Oh, they are fine yards, very good yards, but the compress is right there, almost at the round house, around there in the yard.

Q. There might be movements that would be three or four times that distance, though?

A. Up there?

Q. Yes.

A. No, not from where they break up the train, no. They break up the trains right close to the depot and the compress. Gainesville is a very compact yard and all the facilities are in a very small radius there, all together.

Q. Well, but you know not all the cotton is placed at the compress at the time the train is broken up. When the train is broken up, those cars are put in the yards, except such cars as may then be placed at the compress, and at another time they are taken out of the yards and placed at the compress as they may be needed there, by the switch engine. Is not that correct?

A. Well, I am going to tell you something. You are making a statement for me, but I want to tell you——

Q. Well, I want you to correct that statement. I do not want to make an erroneous statement or put words into your mouth, which you do not intend to say.

A. Well, if that is the case, possibly I did not understand you, will you please repeat it?

[fol. 54-13] Q. I am asking you whether or not cotton coming into the compress point is all placed immediately at the press, or whether or not part of that cotton is put in the yard and later put at the press, when there is room at the press for the placing of it.

A. No, the aim is to compress it at once, yes, sir, compress it at once. That is the aim.

Q. But you have not answered my question, Mr. Morrissey. If you do not know, that settples it, but I am asking you——

A. Well, you are putting a hypothetical question to me that I could only answer by giving an opinion.

Q. Well, if you do not know how that actual operations take place——

A. Oh, I have seen those yards and have been there waiting for them to break up trains so I could weigh the cars. When I was traveling on the road, that was part of my position, to intercept trains and test-weigh cars. I know all about how they handle them.

Q. Now, during last fall, when the cotton was moving heavily, was the cotton moved direct from the trains as they came in to the compress, or was that cotton put in the yards until there was room at the compress platform to place it and unload it?

A. Well, I have no figures on that.

Mr. Fulbright: Well, that is what I want to know. That is all.

By Mr. Hershey:

Q. From your Exhibit No. 110, you conclude that the cost as indicated in the exhibit on uncompressed cotton is 82.39 per cent greater than on the so-called carrier's privilege of compression cotton, or cotton compressed at Gainesville, in the actual out of pocket cost?

A. Yes, that is the final summary on the front sheet.

Q. Now, that does not include any question of rates, whatever, does it, freight rates, where the public is concerned?

A. No, sir.

Q. Your conclusion there would be, would it not, that with the actual cost of handling uncompressed cotton 82.39 per cent greater than on the compressed cotton, it might not be inappropriate for us to even ask for a rate on uncompressed cotton 82.39 per cent higher than we get on compressed cotton?

[fol. 54-14] A. Of course, it costs you more to do the business, naturally, and you would like to have a higher rate on the service.

Q. These elements of cost include the dollars that we pay out for the actual handling of the traffic?

A. It does. A transportation man would feel mighty bad if he is operating at a loss.

Mr. Hershey: That is all.

By Mr. Ross:

Q. It would be the purpose of the railroad company to deliver its cotton at the compress soon as possible, would it not, for reasons of——

A. Cotton is carried especially on the train board and there are standing orders from the general manager that any delay to cotton will be handled severely when traced home to the parties at fault. Cotton must get preferred movement.

Mr. Ross: That is all.

Exam. Mullen: You are excused, Mr. Morrissey.

(Witness excused.)

[fol. 54-15] I. C. C. Docket 11965

WITNESS MORRISSEY'S EXHIBIT No. 110

Summary

Comparison of the average freight train cost, and other incidental expenses in connection with the haul of 540 bales flat all the way from a point in Oklahoma, 100 miles north of Gainesville through to Galveston and the cost of the 540 bales if compressed enroute at Gainesville.

For comparative purposes a shipment of 540 bales was selected. The same transportation unit of cost was applied to both shipments.

Exhibit 1. This covers the cost of movement, terminal expenses, etc., and per diem of the flat cotton from origin in Oklahoma to Galveston, Texas.

The ascertained cost amounts to $558.16

Exhibit 2. This covers the cost of movement of flat cotton into Gainesville from 100 miles north in Oklahoma, and of compressed cotton from Gainesville to Galveston, also switching and per diem expenses, etc.

The ascertained cost amounts to $306.03

Difference $252.13

Increase in expenses flat compared with compressed, 82.39%.

[fol. 54-16] EXHIBIT 1

Flat Cotton

Operating Cost of Handling a Shipment of 540 bales of Cotton Flat to Galveston from Oklahoma, 100 miles North of Gainesville

	Gross ton miles
Length of Haul—511 miles.	
20 Cars tare weight, 20 tons each, 400 tons x 511 miles	204,400
540 bales cotton, 531 lbs. each = 143.37 tons x 511 miles	73,262
Total ton mile haul	277,662
Average cost per 1,000 gross ton miles Exhibit A, $1.50.	
277,662 x $1.50 = cost of haul to Galveston	$416.49
If compressed at Gainesville the cotton would move in approximately 8 cars, Gainesville to Galveston.	
Three days per diem on the surplus cars enroute to Galveston, 3 x 12 @ $1.00 equals	36.00
Estimated cost of switching the excess 12 cars to and from compress Galveston as worked out on Exhibit B	34.33
Approximately 75% of the cars into Galveston under load move out empty during the cotton season.	
Back haul on 9 cars empty to Somerville, 9 x 20 x 142 makes 25,560 ton miles, which at $1.50 per 1,000 gross ton miles, equals	38.34
Two days per diem on 12 cars while switching to and from yards and compress, and while unloading at Press	24.00
One day per diem on the movement back to Somerville	9.00
Total	$558.16

The average bales per car flat and compressed, and the average weight per bale, were compiled from the records of Galveston Freight Station, G. C. & S. F. Railway and represent what the cars actually carried into Galveston as per Exhibit D.

[fol. 54-17] EXHIBIT 2

Compressed Cotton

Operating Cost of Handling 540 bales of Cotton from a Point in Oklahoma, 100 miles North of Gainesville, Texas, Flat, to Gainesville for Compressing and from Gainesville to Galveston compressed. Total Distance, 511 miles

Movement from Oklahoma to Gainesville, 20 cars, 27 bales to car, weight per bale 531 lbs. Tare weight of 20 cars, 20 tons each, 400 tons x 100 miles, make ton miles into Gainesville	40,000
540 bales, 531 lbs. each, 100 miles, equals	14,337
Cotton when compressed will load in approximately 8 cars Gainesville to Galveston. 8 x 20 tons by 411 makes ton miles	65,760
540 bales, 531 lbs. each, x 411 miles makes ton miles	58,925
Total ton miles	179,022

Average cost per 1,000 gross ton miles, $1.50, Exhibit A. 179,022 x $1.50 = cost per 1,000 G. T. M.	$268.53
Switching at Gainesville to and from compress one hour at $9.50 per hour Exhibits B and C,	9.50
Per diem while unloading at press Gainesville	20.00
Per diem while loading at press Gainesville	8.00
Total	$306.03

The average bales per car flat and compressed, and the average weight per bale, were compiled from the records of Galveston Freight Station, G. C. & S. F. Railway and represent what the cars actually carried into Galveston as per Exhibit D.

[fol. 54-18] EXHIBIT A

Average Cost of Freight Train Service G. C. & S. F. Railway per 1,000 Gross ton miles Based on the Average Cost of Freight Train Operation September, October and November, 1920, Arrived at in Accordance with the Formula Prescribed by the Interstate Commerce Commission for Apportioning Expenses

Per 1,000 gross ton miles (in cents)	September	October	November	Average
Locomotive Repairs	.33	.37	.34	.35
Enginehouse Expenses	.08	.08	.08	.08
Fuel	.50	.59	.67	.58
Other Locomotive Supplies	.04	.05	.06	.05
Engine and Trainmen	.39	.41	.42	.41
Train Supplies & Expenses	.03	.04	.02	.03
Total Locomotive and Train Expense	1.37	1.54	1.59	1.50

Three months of cotton season used to obtain fair average.

Above expenses cover what are usually known as out of pocket expenses, and does not include Maintenance of Way and Structures, or any overhead transportation, Equipment, Traffif or General expenses, as defined by the Interstate Commerce Commission.

[fol. 54-19] EXHIBIT B

This deals with the Terminal Handling of 12 cars of Flat Cotton after arrival at Galveston.

If the cotton is delivered to the Galveston Wharf Company for movement to compress, the charge will be $4.50 per car, or	$54.00
If the cotton is delivered to the G. H. & H. or G. H. & S. A. for compress delivery, the charge will be $2.50 per car, or	30.00
If the Santa Fe makes delivery to the compress the expense will be two hours of the time of a switch engine for setting the cars and returning for the empties	19.00
Average of the various charges	34.33

There being no way of determining how these 12 cars would be handled, an average of the various charges was considered a fair representation of the extra cost at Galveston.

[fol. 54-20] EXHIBIT C

G. C. & S. F.

Average Cost of Switch Engine Service per Switch Engine Hour Based on the Average Cost of Switch Engine Service, September, October, and November, 1920

	September	October	November	Average
Engine repairs	$2.34	$2.28	$2.04	$2.22
Engine house expenses	.54	.48	.54	.52
Enginemen	1.50	1.50	1.50	1.50
Fuel	2.22	2.58	2.88	2.56
Other locomotive supplies	.18	.18	.24	.20
Switchmen	2.52	2.46	2.52	2 50
Total per hour	$9.30	$9.48	$9.72	$9.50

[fol. 54-21] EXHIBIT D

(Copy)

Galveston, Texas, January 25th, 1921.

A-202.

Mr. J. P. Cowley, Asst. to Vice-Pres., G. C. & S. F. Railway, Galveston, Texas.

DEAR SIR: Referring to your request for information concerning receipts of cotton, in which you ask for the following:

First. Average number of bales loaded in each car, divided as to compressed cotton and flat cotton.

Second. Average weight per bale.

We base our figures on cotton receipts for the months of October and November, 1920, and have to give you below result of our investigation.

Compressed Cotton

Number of cars—2,285.
Number of bales—153,330.
Average number of bales per car—67.
Number of bales from representative stations—30,000.
Actual weight—531 lbs. per bale.

Flat Cotton

Number of cars—565.
Number of bales—15,114.
Average number of bales per car—27.

Yours truly, (Signed) A. W. Dunham, Agent.

AWD/B.

[fol. 54-22] Factors Used in Preparing Exhibits by Mr. Dunlap

Check of 2,285 cars of cotton received at Galveston, the average number of compressed bales per car was	67
Check made of approximately 30,000 bales to determine the weight per bale, the average was in pounds	531
Check of 565 cars of flat cotton received at Galveston which showed an average number of bales per car	27
Information obtained from the Yardmaster at Galveston as to the average time of a switch engine setting cars to compresses and returning for empties	2 hours

By Mr. E. E. Taylor

Actual tests made at Gainesville of the time of switch engine setting	4 minutes
and pulling the cars at compress	8 minutes

Check of time of 148 cars unloaded at press Gainesville ..... average 1 day
Check of time of 105 cars loaded at press Gainesville ..... average 1 day

[fol. 54-23] (Copy)

Cleburne, Texas, Jan. 24th, 1921.

Mr. F. G. Pettibone, Vice-Pres. & Gen. Mgr., Galveston, Texas.

DEAR SIR: Your wire M-9 21st, M-6 22nd:

I am attaching hereto three statements:

One showing time consumed by switch engines in handling cars between the yard and compress.

One showing date inbound cotton placed and unloaded Gainesville Sept. 23rd to Nov. 15th, 1920, inclusive.

I did not have sufficient time to bring the statement showing date placed and unloaded up to date and return to Cleburne on No. 11 and get report to you on No. 17, as requested. If you would like the same information from Nov. 15th to date, I will be glad to prepare same for you.

Yours truly, (Signed) E. E. Taylor.

T GNG.

Following sent to:

January 26th, 1921.

E. E. Taylor, Cleburne:

Your letter 24th. Figures furnished appear to sufficiently indicate the time of unloading at compress Gainesville.

F. G. Pettibone.

[fol. 54-24] Statement Showing Time Consumed by Switch Engine in Handling Cars Between the Yard and Compress, Gainesville

	Time consumed
Test One:	
Engine left South lead to pull press at	11 36 A.
Returned to yard with twelve cars at	11 44 A. 8 minutes.

		Time consumed
Test Two:		
Engine left South lead with eight cars at	11 45 A.	
Spotted cars on compress at	11 49 A.	4 minutes.
Test Three:		
Engine left compress track with four cars at	11 50 A.	
Returned to yard at	11 54 A.	4 minutes.
Test Four:		
Engine left South lead with one car at	11 51 A.	
Spotted car on compress at	11 54 A.	3 minutes.

Cars handled in making test from yard to compress were coupled and stood first out.

No coupling to be made on cars standing on compress track which were used in making this test.

Distance from South lead of main yard to head block of compress switch about 935 feet.

This test made in person by Mr. E. E. Taylor, Superintendent.

[fol. 54-25] WITNESS MORRISSEY'S EXHIBIT No. 111 IN I. C. C. Docket No. 11965

This applies the ascertained increase less per diem and back haul in the cost of moving a shipment of 540 bales, to the movement of 32,124 bales, received at Galveston from Oklahoma, from August to December, 1920, inclusive, and also compare the car days on each shipment, flat and compressed.

Excess cost of moving 540 bales flat compared with the cost of moving 540 bales compressed at Gainesville	$252.13
Less back haul and per diem	79.34
Net excess cost	$172.79
From August to December, 1920, inclusive, the compressed cotton from Oklahoma to Galveston in bales amounted to	32,124
Applying the net excess cost of moving 540 bales flat to 32,124 flat would result in an increase in the train and switch cost, etc.	$10,279.08

Records of Galveston Freight Station show 32,124 compressed and 3,806 flat bales from Oklahoma to Galveston, August to December 1920, inclusive, total 35,930 bales.

Hauled Flat from Oklahoma to Galveston

35,930 bales at 27 bales per car equal	1,331 cars	
1,331 x 511 miles makes car miles loaded		680,141
680,141 at the average of 30 car miles per day equals car days	22,671	

Compressed at Gainesville

1,331 cars Oklahoma to Gainesville, 100 miles equals car miles		133,100
3,806 flat bales at 27 bales per car makes	140 cars	
140 cars Gainesville to Galveston, 411 car miles equals car miles		57,540
32,124 bales at 67 bales per car equals	480 cars	
480 cars Gainesville to Galveston, 411 miles equals car miles		197,280
Total car miles		387,920
387,920 at the average of 30 car miles per day equals car days	12,931	
Excess car days flat cotton	9,740	
9,740 car days at $1.00 per diem per day		$9,740.00
Total excess cost flat cotton		$20,019.08

Does not include maintenance of Way and Structures Expenses or any Overhead Transportation, Equipment, Traffic or General Expenses.

[fol. 54-26] I. C. C. Docket 11965

WITNESS MORRISSEY'S EXHIBIT 112

Net Ton-mile Basis

Freight Proportion of Operating Expenses of the G. C. & S. F. Railway per 1,000 net ton miles, September, October, and November, 1920, ascertained in accordance with the formula prescribed by the Interstate Commerce Commission for dividing common expenses between freight and passenger

Per 1,000 Net Ton-miles

Same data based on total operating expenses, all freight, years 1924 and 1925.

	September	October	November	Average
Maintenance of Way and Structures	$2.89	$2.86	$3.48	$3.08
Maintenance of Equipment	2.42	2.70	3.12	2.75
Traffic Expenses	.12	.14	.22	.16
Transportation	4.18	4.70	5.85	4.91
General Expenses	.26	.27	.36	.29
	$9.87	$10.67	$13.03	$11.19

[fol. 54-27] Gross Ton-mile Basis

Freight Proportion of Operating Expenses of the G. C. & S. F. Railway per 1,000 gross ton miles for the months of September, October, and November, 1920, ascertained according to the formula prescribed by the Interstate Commerce Commission for division of freight and passenger common expenses

Per 1,000 Gross-ton Miles

	September	October	November	Average
Maintenance of Way and Structures	$1.37	$1.32	$1.43	$1.37
Maintenance of Equipment	1.15	1.25	1.28	1.23
Traffic Expenses	.06	.07	.09	.07
Transportation	1.99	2.18	2.41	2.19
General Expenses	.12	.12	.15	.13
Total	$4.69	$4.94	$5.36	$4.99

[fol. 55] **Exhibit No. A-86**

Summary of Exhibit 110 Calculated on Basis of Exhibit 112, I. C. C. 11965

Comparison of the average cost of maintenance and operation in connection with the haul of 540 bales flat all the way from a point in Oklahoma, 100 Miles North of Gaines-

ville through to Galveston, and the cost of the 540 bales if compressed en route at Gainesville. For comparative purposes a shipment of 540 bales was selected. The same unit of cost was applied to both shipments.

Sheet 1. This covers the cost of maintenance and operation and per diem on the flat cotton from origin in Oklahoma to Galveston, Texas.

The ascertained cost amounts to	$1,454.53

Sheet 2. This covers the cost of maintenance and operation on flat cotton into Gainesville from 100 miles north in Oklahoma, and on compressed cotton from Gainesville to Galveston, and per diem expenses.

The ascertained cost amounts to	921.32
Difference	$533.21

Average excess cost of flat cotton per bale based on Exhibit 112 filed in I. C. C. 11965, Record 775	$0.99

Does not include interest on the investment involved, or a pro rata of taxes.

[fol. 56] Sheet 1

Flat Cotton

Maintenance and operating cost of a shipment of 540 bales of cotton flat to Galveston from Oklahoma, 100 miles north of Gainesville, calculated on basis of Exhibit 112, I. C. C. 11965

Length of Haul—511 Miles.

	Gross ton-miles
20 Cars tare weight, 20 tons each, 400 tons x 511 miles =	204,400
540 bales cotton, 531 lbs. each = 143.37 tons x 511 miles =	73,262
Total ton mile haul	277,662

Average cost per 1,000 gross ton miles Exhibit 112 =	$4.99
277,662 x $4.99 = cost to Galveston	1,385.53
If compressed at Gainesville the cotton could move in approximately 8 cars, Gainesville to Galveston. Three days per diem on the surplus cars en route to Galveston, 3 x 12 @ $1.00 equals	36.00
Two days per diem on 12 cars while switching to and from yards and compress, and while unloading at press	24.00
One day per diem on the movement back to Somerville	9.00
Total	$1,454.53

[fol. 56½] Sheet 2

Compressed Cotton

Maintenance and operating cost of 540 bales of cotton from a point in Oklahoma, 100 miles north of Gainesville, Texas, flat to Gainesville for compressing and from Gainesville to Galveston compressed, total distance 511 miles, calculated on basis of Exhibit 112, I. C. C. 11965

Movement from Oklahoma to Gainesville, 20 cars, 27 bales to car, weight per bale 531 lbs. Tare weight of 20 cars, 20 tons each, 400 tons x 100 miles, make ton miles into Gainesville	40,000
540 bales, 531 lbs. each, 100 miles equals	14,337
Cotton when compressed will load in approximately 8 cars Gainesville to Galveston. 8 x 20 tons by 411 makes ton miles	65,760
540 bales, 531 lbs. each x 411 miles makes ton miles	58,925
Total ton miles	179,022

Average cost per 1,000 gross ton miles, $4.99, Exhibit 112, 179,022 x $4.99 = cost per 1,000 G. T. M.	$893.32
Per diem while unloading at press Gainesville	20.00
Per diem while loading at press Gainesville	8.00
Total	$921.32

[fols. 57-57-19] **Exhibit No. A-87, Witness J. J. Morrissey**

Copy of testimony of J. J. Morrissey in hearing No. 2234, Before Railroad Commission of Texas, on Sept. 8, 1923, at Austin, Texas, relating to cost of handling flat vs. compressed-in-transit cotton, pages 20 to 68, volume 1, 890 to 926, volume 2.

[fol. 57-20] The Chairman: All right. The Carriers will proceed.

Mr. Ross: Call Mr. J. J. Morrissey.

The Chairman: Now, let me add one more thing, Gentlemen. The Commission does not like to interrupt the examination of a witness or the testimony of a witness, but at the very outset I think it fair to suggest that we will [fol. 57-21] do so this time. If witnesses or counsel do not go afield in their testimony or in their interrogation I think we ought to be able possibly to get through with this case in two days. However, there is no time limit on it, but if we proceed orderly we can do it; otherwise it will take longer, and that is a matter you gentlemen are as much concerned in as the Commission, and the time consumed in getting all the facts in this record that ought to be in here depends as much or more on you gentlemen as on the Commission, because we naturally hate to interrupt or interfere unless it is clearly out of order and adds nothing to the record. All right. Proceed, Mr. Ross. Now, just one thing further; In calling your witnesses, and people who interrupt to object or ask questions, please state your name to the Stenographers. Of course, some of you are known to the Stenographers, but others are not, and it will help us along considerably and save time if each time those of you who arise to object or interrupt will state your names so the Stenographers can get it, and we will have a fair record.

Mr. Ross: In that connection, Your Honor, I would appreciate it if the Commission would have counsel for those who appear in opposition to the application to defer all cross examination until the direct is in. If it is a matter of information, it is all right; but it breaks the sequence of the testimony to be interrupting, and I shall make that request.

The Chairman: Well, the Commission will request that [fol. 57-22] the cross examination of witnesses be deferred until the direct examination is over. Of course, at some point if there is something that needs immediate explanation, that is different; but defer your cross examination until the witness has completed the direct examination. Go ahead, Mr. Ross.

THE CARRIERS' TESTIMONY

J. J. MORRISSEY, a witness for the Carriers, having been duly sworn, testified as follows:

Direct examination.

Questions by Mr. Ross:

Q. Mr. Morrissey, you have been sworn?

A. Yes, sir.

Q. What is your present position and what has been your experience the last ten or fifteen years?

A. My present position is Statistician to the General Manager of the Gulf, Golorado & Santa Fe Railway.

Q. You are located where?

A. At Galveston, Texas.

Q. How long have you held that position?

A. About six years.

Q. What was your experience prior to that time?

A. Well, I spent a number of years in the accounting Department, and I was five years Traveling Auditor; I was then for a couple of years actively engaged in the Trans- [fol. 57-23] portation Department, and then I put in several years analyzing operating expenses.

Q. All told, Mr. Morrissey, how many years have you been in railroad service?

A. Well, over thirty years, but I broke my service; if I had continuous service I would have had over thirty years service.

Q. Mr. Morrissey, I believe you have prepared some exhibits reflecting the cost of handling a shipment of flat or uncompressed cotton as against a shipment of compressed cotton?

A. Yes, Sir.

Q. I wish you would proceed with the explanation of the data that you have prepared——

Mr. Ross: Mr. Chairman, we have an exhibit to offer here, prepared by this witness, which will be No. 1, I suppose.

The Chairman: All right. Now, how many have you? do you desire to submit them one at a time?

Mr. Ross: Yes.

The Chairman: We want to be careful to keep these exhibits throughout the hearing properly numbered and identified.

Mr. Ross: This will be Exhibit 1, Mr. Chairman, consisting of eight pages.

The Chairman: All right. We will receive that and mark it Morrissey's Exhibit 1, consisting of eight pages. [fol. 57-24] Mr. Ross: How many does the Commission desire—three?

The Chairman: Well, we would like to have three.

Q. Mr. Morrissey, I wish you would just proceed now in your own way and explain what this exhibit shows.

The Chairman: Just a minute. Mr. Ross, I think it would be advisable to state briefly at the introduction of the exhibit its general purpose.

Mr. Ross: I so stated, Your Honor, that the exhibit reflected the difference in the cost of handling a shipment of flat cotton as against a shipment of compressed cotton.

The Chairman: All right. I overlooked that. Go ahead, Mr. Morrissey.

A. The first step taken in this case was to have the agent at Galveston make a check to ascertain the actual out-turn of the cars of compressed and flat cotton, so as to get fair averages. A check was made of 802 cars of compressed cotton, covering 55,062 bales, showing the average bales per car compressed to be 68.7. A check of 106 cars of flat cotton, containing 3,154 bales, made an average per car of

29.8 bales. The average weight per bale was found to be 522 pounds. Using those figures as a basis a comparison was made of handling 2,000 bales of cotton from Cleburne to Galveston, a distance of 318 miles, which is about as close [fol. 57-25] as we could get to the point of average haul where there was a compress situated. The number of cars required to carry 2,000 bales flat was 67; the number of cars required to carry 2,000 bales compressed was 29.

The Chairman: Give the number of the page you are reading from.

A. I am on page 1, sir.

The Chairman: All right.

A. The first expense was assembling those 67 cars of flat cotton to Cleburne, and it was estimated that cost at least one dollar per car, $67.00; 29 cars for the compressed cotton, figured at the same rate, $29.00, a difference of #38.00. A per diem, which is the rental of those 67 cars while assembling and loading, for four days, was $268.00, and per diem on 29 cars while assembling and loading, three days, $87.00, making a difference of $181.00. We now come to where the difference in ton miles of flat cotton versus compressed cotton has been computed. The difference amounts to 426,120 gross ton miles. The average cost of maintenance and operation, Gulf, Colorado & Sante Fe Railway, January to June, inclusive, 1923, less cost of repairs to freight cars and depreciation, etc., $3.20. Applying that average cost to the excess ton miles makes a result of $1,363.58. We have 38 surplus cars moving this flat cotton to Galveston, as compared with the compressed, per diem en route on these surplus cars, $114.00. Making final delivery [fol. 57-26] at Galveston of surplus cars, $90.00. That $90.00 is made up of an average of switching charges paid at the various compresses where that cotton might go, but does not include service rendered by the Sante Fe engine in bringing the cotton to the point of connection. Per diem while unloading and movement to and from compress on those 38 cars is $114.00. Now, that figure—we have demonstrated from various districts that about 75 per cent of the cars that go into Galveston in the cotton season go out empty and 25 per cent get a load, so we only charge a per diem or back haul on 75 per cent of those cars, which is 29

cars, making $87.00. Now, those figures which I have enumerated represent the excess cost of handling flat cotton versus compressed cotton. We now come to what we are entitled to under the Transportation Act. Interest at six per cent on the valuation of the property, details of which are attached——

The Chairman: Based on what valuation—valuation of what?

A. The Government valuation—tentative valuation of the Gulf, Colorado & Santa Fe Railway brought down to a unit in this case. That amounts to $989.64. Then the surplus cars' proportion of the taxes amounts to $156.17, or a total of $3,113.39, or 30 cents per hundred pounds. Now, we have intangible items on which it would be almost impossible to place a figure other than an estimate. For instance——

Q. You mean there are certain costs which should be properly allocated to this cotton traffic, to which you have [fol. 57-27] not given a monetary value in these statements?

A. Other than an estimate, and not included in those figures there is increased tracks which would be required on account of the increase in the number of cars hauling this cotton. That would include increased tracks at terminals and also passing tracks so as to afford easy passage for the trains. Increased equipment required, increased switching due to congestion, digging out cars in yards, increased station forces that would be required, additional accounting called for by this increase in cars, increased yard forces to handle the increase of cars. The company would be required to put up additional facilities throughout the State to handle this compressed cotton. A conservative estimate of all of those items, I would say from my judgment, will run from 12 to 15 cents a hundred pounds.

Q. Mr. Morrissey, you said a moment ago "this compressed cotton." You meant uncompressed cotton?

A. Uncompressed cotton. Now, on page 7 is an example of the difference between the revenue on a car of compressed cotton and a car of flat cotton. 68.7 bales, 522 pounds per bale, makes a carload of 35,861 pounds, which at 62 cents per hundred pounds will bring in a revenue of $222.34. A car of flat cotton 29.8 bales, at 522 pounds per bale, makes the weight of the carload 15,556 pounds, at 80 cents per hundred pounds, which includes 18 cents for compression, yields

$124.45, a difference in revenue between a car of flat cotton and a car of compressed cotton of $97.89.

[fol. 57-28] Q. That is the loss in earning capacity per car——

A. Per car.

Q. —where you handle flat cotton as against the way you handle compressed cotton?

A. Yes. On sheet 8 is shown the total tons of cotton handled by the G. C. & S. F. in the State of Texas, 235,827 tons. This makes 903,552 bales. If loaded compressed at 68.7 bales per car, the cars required would be 13,152. The actual number of cars handled according to the two reports is 20,552. If loaded flat, 29.8 bales per car, the cars required would be 30,320. Therefore the cotton actually moved in 20,552 cars, and if all handled on a compressed basis the number of cars required would be 13,152, which would be a saving of 7,400 cars. If it all moved flat, 29.8 bales per car, the number of cars would be 30,320, an increase over compressed of 17,168 cars, and those surplus cars would cover 130 miles of track.

Q. Do you think the G. C. & S. F. would have to have that much additional trackage?

A. No, that is merely an illustration of the difference in the cars. I would not say that they would require that number of miles of additional track.

Q. Now, going back to sheet 1 of your exhibit, if you know, or if you have made any figures, what would be the cost of handling the same shipment of compressed in transit cotton?

[fol. 57-29] A. Putting that 2,000 bales through the compress on a basis of in transit would cost exactly three cents per hundred pounds.

Mr. Fulbright: Would you read the answer: I didn't understand that.

Thereupon the Reporter read the last preceding answer of the witness.

Q. What do you mean by that, Mr. Morrissey?

A. Well, that is the expense attending the handling of the cotton through the compress, switching and other items, delays to cars and one thing and another. Perhaps I had

better read a memorandum I have made on that, and then it will be clearer.

Q. If you please.

A. Estimated cost breaking up and setting 67 cars to the compress to unload, $67.00; setting 29 cars to the compress to load them up, compressed, $29.00; pulling 29 cars from the compress, $29.00; per diem on 67 cars, $201.00; per diem on 29 cars, $29.00—an average of three cents per hundred pounds.

Q. Is there any other item of expense included in that which you have not taken into consideration, or do you figure that is the actual out-of-pocket expense, or is that the total expense?

A. Well, that is about what would occur in the ordinary handling of the shipment. The switching of those cars and the per diem of the cars and other incidental expenses are [fol. 57-30] the principal things that would enter into it. The accounting matter would be very small, so small that it would hardly be worth while to figure on.

Q. But you have not taken that into consideration in that figure?

A. No.

Q. Might there not be some other items of expense that would be properly chargeable to that?

A. Well, yes, there would be car inspection. The more cars you have the more car inspectors you have to have; cars have to be inspected.

Q. You didn't take that into consideration?

A. I did not.

Q. Any other items of expense you now recall that you did not give consideration in making that figure?

A. No, I can't recall any other just now.

Q. All right. Proceed.

A. Well, that is as far as my comparison goes. This is about all I have to say on the difference between flat and compressed cotton.

Q. Have you prepared any figures with respect to the cost of handling flat cotton on any other Carriers in Texas?

A. I have.

Q. What are those Carriers?

A. The M. K. T. of T. and the I.-G. N.

Q. What does your study show as to those lines?

A. Well, the cost is considerable higher on those lines than on the Santa Fe.

[fol. 57-31] Q. Take up first the I. G. N. and take about the same—I believe you use the same distance that you use in Exhibit No. 1, for the G. C. & S. F. What does your study there show?

Mr. Ross: This is offered as Exhibit No. 2, Your Honor.

The Chairman: Mr. Ross?

Mr. Ross: Yes sir.

The Chairman: Any of these exhibits, we would like to have one apiece for the Commission and one for Mr. Hudnall.

Mr. Ross: I've just got three, Your Honor. We are a little short on these copies. We can have some others made.

The Chairman: All right. Go ahead, if you haven't got them.

Mr. Ross: Mr. Archer, lend the Chairman your copy for a moment.

The Chairman: This will be received as Morrissey's Exhibit No. 2, consisting of two sheets.

Mr. Ross: Yes Sir.

A. Now, the only difference between this and the Exhibit No. 1 is a difference in the cost of maintenance and operation per thousand gross ton miles. The I. C. N. figures show an average of $6.54.

Q. Just go ahead and explain in detail.

A. It would make an average cost per hundred pounds of 30 cents, without including interest on the investment and [fol. 57-32] taxes, and including interest on the investment and taxes it would make 41 cents.

Q. Now, if you had given consideration to the items which you enumerated in connection with Exhibit No. 1, increased traf-c facilities, terminals, increased equipment, requiring more locomotives and so on,—giving all those items a monetary value, what would the cost in connection with the I. G. N.—the excess cost—appear to be?

A. From 53 to 55 cents.

Q. And in connection——

A. 56.

Q. And the same figure in connection with the G. C. & S. F., sheet 1 of your Exhibit 1, shows an average cost per

hundred pounds of 30 cents. Now, that did not include items of expense which are set out on the sheet contained in Exhibit 1 opposite page 1?

A. No.

Q. Now, what would the average cost per hundred pounds be on the G. C. & S. F. if you gave a proper monetary value to those extra items of cost or expense?

A. 42 to 45 cents.

Q. Now, I believe you have made some figures, too, in connection with the M. K. & T. of Texas?

A. Yes.

Mr. Ross: Here is the statement of the Katy, Your Honor. What is the number of the next Exhibit, Your Honor?

[fol. 57-33] The Chairman: It will be No. 3.

Mr. Ross: Morrissry's Exhibit No. 3. That will be a statement of the comparison of handling flat as against compressed for the M. K. & T.

The Chaiman: All right. Go ahead.

A. Average ton mile cost on the M. K. & T. of Texas, which was given to me personally by the Auditor of the M. K. & T., $6.25 per thousand gross ton miles.

The Chairman: We haven't a copy of that exhibit. If we are to follow them intelligently we must have copies of them.

Mr. Ross: Your honor, here is the Katy—statement of the M. K. & T. Now, if you gentlemen can get along on one less——

A Voice: Here is one, Mr. Ross.

Mr. Ross: Now, have you the I. G. N.?

The Chairman: Yes, I have the I. G. N.

Q. Proceed, Mr. Morrissey.

A. Applying the average cost per thousand gross ton miles on the Missouri, Kansas & Texas of Texas to the excess gross ton miles as shown in Exhibit 1 brings out an average cost per hundred pounds of 29 cents, not including the interest and taxes; adding the interest and taxes makes a total of 40 cents.

Mr. McKnight: If you add the intangible cost it would be what?

A. From 12 to 15 cents more.

[fol. 57-34] Mr. McKnight: 52 to 55 cents?

A. 52 to 55.

Q. All right, Mr. Morrissey. Are there any other exhibits?

A. No.

Q. Is there any other statement you wish to make in connection with your exhibits, Mr. Morrissey?

A. No, I can't recall anything; I think that's all.

Mr. Ross: Take the witness.

Cross-examination.

Questions by Mr. Fulbright:

Q. Mr. Morrissey, I want to just get at one or two points on these exhibits that I don't quite understand—your Exhibit No. 1. Down near the bottom of the page you have an item of 969.64 as interest on the Government valuation. Has the tentative valuation yet been made of the Gulf, Colorado & Santa Fe?

A. Yes, the Gulf, Colorado & Santa Fe was furnished with a tentative valuation, which they claim is too lo they don't think it is high enough.

Q. Is the figure shown on page 5 the figure that was furnished by the Government engineers?

A. The figure shown on page 5 is, with the exception that the value of the freight equipment has been deducted.

Q. Your statement shows the value of road and equipment in Texas?

A. The value of the freight equipment has been deducted from that.

[fol. 57-35] Q. What is the total value, including freight equipment, that was fixed by the Commission?

A. As nearly as I can recollect, the value of the freight equipment was about seven hundred odd thousand dollars.

Q. Seven hundred odd thousand dollars?

A. That is it if my memory serves me right, yes, sir.

Q. Then if we give the value of all of your properties it would be about seventy-seven million dollars, wouldn't it?

A. Yes, about seventy-seven—that is, in Texas.

Q. Yes. Why did you deduct the value of the equipment?

A. Because I was working on a per diem basis, and per

diem is rental of the car, and it also covers the cost of repairs to the car, depreciation set up, insurance on the car, and the interest on the investment.

Q. The cost of maintenance and your per diem expenses all go into your general operating costs, don't they?

A. Per diem is not an operating cost.

Q. Well, it goes into your general expense of handling your traffic, what you have to pay out to other lines?

A. Yes, it is an income item.

Q. Now, if you added the cost of your equipment there and figured your six per cent profit on that in addition to six per cent profit on everything else you own, why, it would not be necessary to include that several hundred dollars of per diem charges, would it?

A. No, but I made a test of that, and as near as I could come to it there is a very little difference between per diem [fol. 57-36] and the repairs, depreciation and retirements and the interest at six per cent on the value of the cars; there is very little difference, and the reason that I used the per diem is by reason of the fact that the Gulf, Colorado & Santa Fe Railroad does not own full equipment, it works in a pool arrangement, and I thought it would be fair to all parties to use a plain basis that there could be no misunderstanding about.

Q. At any rate, you have the per diem in there and you have eliminated interest only on the equipment?

A. Interest on the freight equipment.

Q. Interest on the freight equipment?

A. Yes.

Q. Now, did that include—did you eliminate the power, too?

A. Oh, no—no, that is a different proposition.

Q. So that the locomotives—investment in locomotives and such as that is included in the seventy-six million dollars?

A. Freight locomotives, yes sir.

Q. And those locomotives are utilized in transporting those cars?

A. Yes, but the Santa Fe owns its locomotives; they have a right to be in there.

Q. Now, this statement simply takes cotton that has originated at the compress point in compressed condition

and contracts that with cotton that originates there in uncompressed condition and is shipped through in that condition?

[fol. 57-37] A. So far as that front sheet goes, you are right; but there is a three cent difference when you compress it in transit.

Q. Yes, but in addition to that your compressed cotton has originated for the most part at some other point, hasn't it?

A. Well, Cleburne is a point where the road converges; there is the Weatherford branch and there is the Fort Worth branch and the Dallas branch; it is liable to come in from any of these branches.

Q. You have not computed the cost of assembling the cotton at the compress point in this comparison, have you?

A. The cost of assembling the cotton up to the compress point is common to both. It will cost just as much flat to the compress as to bring it into Cleburne flat.

Q. Yes. Then if it is brought into Cleburne flat——

A. The difference commences at Cleburne.

Q. You would begin there with another shipment from Cleburne?

A. Yes sir.

Q. And you would add all this detention and so forth to that?

A. Yes sir.

Q. In I. C. C. Docket 11,965 you made some comparisons which went further than this and took the cost of bringing flat cotton from point of origin to the compress point, plus the compressed cotton out of that point?

A. Yes, that was ——

Q. And contrasted that with the cost of shipping flat cotton from the point of origin through to point of destination?

[fol. 57-38] A. That was 100 miles from Oklahoma into Gainesville.

Q. Yes. Now, would there be anything substantially different from that result if you made the same kind of comparison in the State of Texas?

A. No, the expenses of moving this two thousand bales of cotton into Cleburne, whether you compress it or not, is all the same.

The Chairman: I didn't catch that answer.

A. The expense of moving cotton into Cleburne flat is the same; there can't be any difference. The difference commences when you go to the compress.

The Chairman: Yes, but the cotton which you ship through uncompressed does not move into this local point, it moves directly from point of origin to destination, doesn't it?

A. Well, it comes to Cleburne in local trains, because there are short hauls in there; it comes in there in local trains and it has to be broken up and assembled and put in through trains.

Q. But you would not have your three days detention which you have as the average detention in going to the compress?

A. Oh, yes, you are bound to have detention, yes, sir.

Q. On a through movement of flat cotton you are bound to have detention?

A. You have to break the train up. It comes in there on locals and it is on different tracks and it has to be broken up and put together.

Q. But you have charged the cotton with three days de-
[fol. 57-39] tention in getting into the compress?

A. Yes.

Q. You would eliminate that, because you would not go to the compress?

A. We have an offsetting charge against that three cents per hundred pounds of breaking up of the flat cotton.

Q. Well, you have charged that in here, too—you have the breaking up charged in here. Now, when you get that in a through train at Cleburne how long does it take you to carry that cotton to Galveston?

A. Well, that would depend upon circumstances a great deal.

Q. What would you say would be an average movement under normal conditions?

A. They ought to make it in three days.

Q. Three days time?

A. Yes sir.

Q. That is, after it is already put into through trains it would still take three days to go from Cleburne to Galveston?

A. Yes, I would say fairly good service would be three days.

Q. Now, you have not undertaken in this statement to show the total cost of handling the two kinds of cotton as you did in the case that I referred to, have you?

Mr. Ross: Now, Mr. Fulbright, I have that record here.

A. Pardon me. You have that.

Mr. Ross: Pardon me just a moment.

[fol. 57-40] Mr. Fulbright: Let him answer the question.

Mr. Ross: Just a moment. I have the record in 11,965 here, the case which you refer to and if you want to offer that in this record I have no objection. Mr. Morrissey's statement there shows it was not the entire cost, but was the out-of-pocket expense only.

Q. Well, we will show the out-of-pocket cost—the cost that you could locate, Mr. Morrissey.

A. I have the exhibit here that we offered in that case.

Q. But you have not undertaken to locate all of the out-of-pocket cost here, but simply the difference

A. Here now?

Q. In this exhibit.

A. Well, that is locating it all when you are locating the difference.

Q. Well, now let's take your item of $3.20 per 1,000 gross ton miles. Will you give us the analysis of that—what makes it up?

A. I will. Maintenance of way and structures, 92 cents; maintenance of equipment, $1.24; traffic, .07; transportation, $1.45; general expense, 14 cents. That makes $3.82, from which is deducted cost of freight car repairs, depreciation and retirement, 62 cents, making a minimum charge of $3.20.

Q. Then that does include all of the out-of-pocket cost, less the items you have enumerated?

A. No, it includes all costs, overhead costs and all.

[fol. 57-41] Q. Now, have you the analysis of the costs of the same items in the same way on the other lines that you testified about?

A. No.

Q. You haven't that?

A. I haven't that. I have the totals. That could be very easily obtained, but I went to Dallas to get the Katy figures.

Q. You didn't compile those figures yourself?

A. I got them from the Auditor of the Katy and the President's office of the I. G. N.

Q. Now, it appears it cost those two lines just twice as much to handle freight as the Santa Fe and I am anxious to know what makes up that cost.

A. Well, I'll give you a few of the items.

Q. If you haven't the figures yourself I don't want you to testify, but if you have I want to know it.

A. Well, the only way to determine that is to lay the figures side by side and make an analysis of them, make an analysis of the constructive mileage of the different lines, of the over time, of the maintenance; otherwise you could not arrive at it.

Q. But you did not personally compile those figures for these other lines, did you?

A. No, sir, I obtained them from them.

Q. Do you know whether or not there is any one here that can give us the details of those figures?

Mr. Ross: If you insist on that, Mr. Fulbright, we will [fol. 57-42] have to delay the hearing about a week. We can get these men here. Of course, the Katy man will have to come from Dallas and the I. G. N. man from Houston, but if you insist upon it we will try to get them here.

Mr. Fulbright: I don't insist upon it at all, but I do object to the introduction of these exhibits, Mr. Chairman and Gentlemen of the Commission, which show a general operating cost double the amount shown by this railroad, with nobody here that has any personal knowledge of how they were comprised, and I wish now to move that these two exhibits 2 and 3 be stricken out.

Mr. Booth: Mr. Chairman, we can furnish a sworn statement showing the details.

Mr. Fulbright: I want the man here who can tell something about it, Mr. Booth, because it is so out of line, and I can't see why it will cost your line twice as much as it would any other line to do the same thing.

Mr. Ross: Your honor, we did not anticipate when we came here to try this case that we would have to bring everybody from the office boy to the General Manager to try this cotton case. Now, Mr. Morrissey at my request made a special trip to Dallas to get the figures from the

M. K. & T. He also made a special trip to Houston to get the figures from the I. G. N., at my request, and the average cost per thousand gross ton miles was given to him by the officials of those lines, and it seems to me that it is clearly admissible. This is not a court of law; we are not governed [fol. 57-43] by the strict rules of evidence. If the Carriers had to prove step by step every figure that they put in these cases, not only the cases before this Commission but before the Interstate Commerce Commission, it would take fifteen or twenty witnesses to make up one exhibit or to put in one exhibit. There are that many men who put in some calculations on these exhibits.

The Chairman: Mr. Ross, is your statement comparable to the question here involved? Mr. Morrissey, for instance, in his exhibit here he makes for the Santa Fe, doubtless he had to rely on other people to assemble those figures, but it is for his road and over which he had supervision. The objection here made is to pure hearsay figures which he obtains from these other roads, without anything to substantiate them or base them on.

Mr. Ross: He went to the general offices of those roads, Your Honor, and assisted as I recall—or just what was the nature of your work in connection with securing these statements?

A. Well, I assisted the Auditor of the M. K. & T. to make the figures; I was in a hurry, getting near train time, and I assisted him in making them. But the I. G. N. figures were received by mail.

Mr. Ross: Mr. McKnight here, Your Honor, has a statement which simply shows the total operating expenses and total gross ton miles.

Mr. McKnight: It is just a matter of division; that is [fol. 57-44] all there is of it.

The Chairman: I think the Commission is entitled to have these figures on some substantial basis, and it would be easier for the I. G. N. and Katy to prepare their figures and present them here than for Mr. Morrissey.

Mr. McKnight: Here are the Katy figures, if Your Honor please.

The Chairman: But we will just note this objection on the record and later determine, when we have time to con-

sider it, whether we will permit them to be introduced or strike them out.

Mr. McKnight: We have the M. K. & T. figures the same as Mr. Morrissey's figures.

The Chairman: The objection will be noted on the record and the Commission will later determine whether the exhibits will be stricken out.

Mr. Ross: As to the Katy, we have a statement here over the signature of the Auditor of that line to Mr. Huff, General Attorney of that line, and we offer it in connection with that.

Mr. Fulbright: We object to that for the same reason.

Mr. Ross: If the Commission rules them out we would like to get these men here.

The Chairman: We have not ruled at all, Mr. Ross. I am just telling you the objection will be noted and we will later make our ruling on it.

Mr. Ross: All right.

[fol. 57-45] Mr. Cowan: In regard to the gross ton mile theory as a basis to undertake to determine the rates, I have my long-recognized opposition to that, and we don't want to go on here as though it was accepted as the basis upon which to estimate what the rates ought to be. We want to file objections, after analysing these statements, to the whole of them, as far as that foes.

The Chairman: All right. What exhibit is this you are now offering?

Mr. Ross: It is offered, Your Honor, as Morrissey's Exhibit No. 4. It contains the same figures, I believe, Mr. Morrissey, that you obtained from the Auditor of the Katy?

A. Yes, sir, the same figures.

The Secretary: Have you more than one copy of that?

Mr. Ross: No, we have not.

The Chairman: That is Morrissey's Exhibit No. 4.

Mr. Fulbright: We wish to make the same objection to this, and further there is no witness here to identify it.

The Chairman: All right. We will rule on it later.

Mr. Ross: If your Honor rules on that I would like to put Mr. McKnight, Assistant General Solicitor of the Katy, on the stand; he received that, and I think the witness can identify that as being a letter from the Auditor of the M. K. & T.

Mr. Fulbright: Your Honor, we don't want to be captious [fol. 57-46] about these matters, but here is such a gross discrepancy in cost of operation where it appears that one line is either very inefficient in its operation or there is some other very different condition of operation; it is so material we can't let that pass unchallenged in this proceeding. Now, Mr. Morrissey appears to be conversant with how his figures have been compiled and is here to be interrogated on them; these other men or not.

Mr. Ross: I might state that the witness began to answer your question for you when you made your objection. Now Mr. Morrissey has made a study of his figures, and if you desire we will have Mr. Morrissey answer your question as to his views as to what causes the discrepency between the three lines.

Cross-examination resumed:

Q. Now, let's go back to the Santa Fe, Mr. Morrissey. Have you here the figures—your computations you made whereby you reached the analysis you have just described in connection with the cost per thousand ton miles set forth on page 4 of your exhibit?

A. Those are contained in our operating sheets, and it is a regular standard form of the company. I suppose we could get them on application, but there are so many of them——

Q. Now, your credits and debits on account of per diem are not included in those figures, are they? For the same period what was your debit and what was your credit on [fol. 57-47] per diem on the same line?

A. On the Santa Fe?

Q. Yes, sir.

A. Well, that is a very exhaustive subject, that hire of equipment. I haven't those figures. They are contained in the annual report to the Commission——

Q. Yes, sir.

A. —and I haven't got them here.

Mr. Ross: They are available to Mr. Fulbright, aren't they?

A. Oh, yes.

Q. Well, you would have no objection to our referring to them, of course?

A. No, sir.

Q. If you, however, obtain your six per cent on your total valuation, including your equipment, there would be no occasion to put any charges for per diem in here, would there?

A. Oh, yes; I excluded freight equipment purposely so I would not have any duplication of charges in per diem and freight equipment. Yes, sir, we are entitled to that six per cent.

Q. Then this statement in it merely shows your costs; it shows an arbitrary known as the one dollar per diem, whether you own the car or not?

A. Oh, no.

Q. And it shows six per cent profit on the investment outside of freight equipment, doesn't it?

A. Outside of freight equipment?

[fol. 57-48] Q. Yes.

A. Figured down to the unit of the car basis, yes, sir.

Q. Now, you made some statement here about a lot of intangible costs that you said run 12 or 15 cents per hundred pounds. I didn't exactly understand what you referred to.

A. An increase in the movement of flat cotton will necessarily call for an increase in your facilities of every description. It means additional switching, additional equipment, additional accounting, and I suppose other expenses that I can't recall just now.

Q. Now, the amount of those expenses would depend upon the amount of the increase in the flat cotton movement, wouldn't it?

A. Decidedly so; that is what I said.

Q. So if it continued in the future as in the past there would be no such change there, would there?

A. No, these contingent expenses are based entirely upon an increase in the movement of flat cotton.

Q. That is what I was getting at. Now, in assembling your cotton at the compress point at Cleburne, under your rules you would assemble your cotton at points intermediate between Cleburne and Temple and haul it up to Cleburne and bace south to Galveston?

A. Well, not necessarily. I think cotton originating south of Cleburne would naturally be compressed at Temple.

Q. That is a matter that the Traffic Department would have to answer, isn't it?

A. Yes, but I am taking from an economic point of view. [fol. 57-49] Q. As an economic proposition it would not be an economic proposition to haul it up to Cleburne and haul it back?

A. No, sir, it would be a useless service.

Q. And it would be an expensive service?

A. It would, yes, sir.

Q. The same thing would be true above Cleburne if you hauled it back to Dallas?

A. That is for any considerable distance, yes, it would be a losing proposition.

Q. And that would all enter into your total cost of operation and somebody would have to pay for it or you would lose money on it?

A. Yes, sir, if we performed the service it would enter into the cost of operation.

Q. Now, have you undertaken to reduce to a net ton mile basis your cost of operation for this period?

A. I have not.

Q. Have you undertaken——

A. That is, I haven't it with me; I have it in Galveston, yes.

Q. Have you undertaken to reduce to a gross ton mile or net ton mile basis the interest on the investment?

A. Well, if you work on a net ton mile basis you will cut out all the extra service attached to flat cotton. That would not be fair.

Q. It is your idea, then, that this extra service that is performed on cotton is something that itself should be charged for?

A. Why, hauling a ton of car costs as much as hauling a [fol. 57-50] ton of freight; you are hauling a dead car.

Q. The test as to the average loading is reflected in the letter of Mr. Dunham on page 2?

A. Mr. Dunham is here, and I would prefer for you to ask him.

Q. That's all right; I am not questioning that. That was simply an effort to get at an average performance, and not what would be the actual performance?

A. That was simply to find out the out-turn of the cars, what it was actually in fact—no test, no theory—just the actual out-turn.

Q. Do you know when the test was made? If you know, why, I will ask you and not have to bother Mr. Dunham about it.

A. Well, the test was made before I started working on these papers, because I made that test the basis of my work, but I think Mr. Dunham can tell you that.

Q. Well, we will get to that. Now, in the item of making final delivery at Galveston, $90.00 what is the analysis of that, Mr. Morrissey.

A. The Santa Fe does not go to—they have no tracks to all the compresses at Galveston, so that it is pretty hard to say—when a shipment of cotton comes in, unless you actually knew, it is hard to say which press it is going to. For that reason—now, for instance, from the center of Fifty-seventh Street to the Kempner press and return is 15,000 feet; that is direct delivery by the Santa Fe—we have got a track there. From the same point to the old Shippers' press and return is 20,986 feet; they have a track [fol. 57-51] there. From the same point to the Southern Products Company and return is 14,822 feet. Then from the same point to Crespi & Company and return is 15,262 feet. Then at Cleburne from the center of the yard to the center of the compress platform and return is 8,800 feet. Now, the Santa Fe makes direct delivery to those points that I have enumerated, but the Santa Fe does not go to about half a dozen compresses in Galveston; they don't go to one of the largest there, which is Moody & Company—they have no track into that compress; that would call for a switch on the part of the Santa Fe and also a switching charge; that is what makes the average at Galveston so much higher than where they perform the service themselves exclusively. Now, that figures out at Galveston $2.37 a car as against $1.00 per car at Cleburne. That $2.37 is made up principally of the switching charge to the Wharf Company of $4.05 a car and to the S. H. & S. A. of, I believe, $2.50 a car. And then in the third instance where

the Santa Fe reaches the compresses themselves for the use of their own engine. The average of those three makes the figure.

Q. Well, if it is local cotton moving under local bill of lading do you pay the Wharf Company $4.05 per car?

A. If we deliver to the wharf, yes.

Q. You would not deliver to them if it were local, would you?

A. No, not if it is consigned to some local concern, but if that place is under the Wharf Company's facilities we have to pay them.

[fol. 57-52] Mr. Fulbright: That's all.

The Chairman: Any further questions to Mr. Morrissey?

Mr. Ross: I have some rebuttal, Your Honor. I don't know if Mr. Cowan wishes to interrogate him.

Mr. Cowan: I wish to ask Mr. Morrissey a question or two in regard to the ton mile basis.

Questions by Mr. Cowan:

Q. That involves the same system of estimating gross ton miles that is used in cattle cases, does it not?

A. Well, Judge, we are measuring expenses now by the gross ton mile in this case; we are not calculating freight rates or anything—we are just measuring the expenses.

Q. Well, you find the total amount of expenses included in the gross ton miles, including interest and everything connected with it except the locomotives and tenders, and you divide your gross ton miles into the items of cost which you have used in the aggregate, and that gives you the cost per gross ton mile?

A. Yes, that is the way it is usually done.

Q. And you say it costs as much to haul a ton of car as a ton of freight?

A. Yes, sir.

Q. The theory is that whatever the weight is it is moved, it is charged up just the same, irrespective of whether it is freight or whether it is empties or whether it is the weight of the car and the load where it is loaded—the entire [fol. 57-53] weight?

A. Well, Judge, the car and the load are inseparable. You've got to make something out of your haul.

Q. In other words, your empties are charged just the same?

A. Yes, you have to get something out of it.

Q. And that applies to the relative part of the car which is used, regardless of whether the most economical car is used, so far as gross ton weight is concerned, or whether the heaviest car is used—the cars are used indiscriminately in this estimate?

A. I——

Q. You took the weight of the car, whatever sort of car was used?

A. Yes.

Q. To get the total gross ton weight you took the weight of the car?

A. And the weight of the load.

Q. That is irrespective of the character of the car?

A. Of the character of the car.

Q. You just took the cars which were actually used in the transportation?

A. Yes.

Mr. Cowan: That's all.

Questions by Mr. Hogsett:

Q. Mr. Morrissey, in moving freight through Houston, thence by rail lines to Galveston, is there any additional cost involved in moving the freight from Houston to Galveston?

[fol. 57-54] A. I don't see where that enters into this case, Mr. Hogsett.

The Chairman: What was the question, Mr. Hogsett?

Q. In moving freight into Houston, thence by rail lines to Galveston, is there an additional cost involved?

Mr. Ross: Your Honor, I think I shall have to object to that for the reason that it is improper cross examination, as the witness has made no study of the increased cost of handling cotton a distance of fifty miles between Houston and Galveston and he has not entered into that feature of the case, if that question is in this case, and I think it is improper cross examination.

Mr. Hogsett: If you please, Mr. Chairman, this witness has qualified himself as an expert.

Mr. Ross: It may be material later, but not now, I think.

The Chairman: Mr. Morrissey has not said whether he could answer the question or not.

A. I said I didn't think it entered into this case.

The Chairman: Well, the question is whether you can answer the question—whether you have the facts.

A. I have not the facts.

The Chairman: Well, for the present we will sustain the objection.

Questions by Mr. Fulbright:

Q. Just another question, Mr. Morrissey. How do you arrive at the computation of charging four days for assembling cars at Cleburne for loading cotton?

[fol. 57-55] A. Well, empties are not always on hand; they came in, peddled around, and have to be switched on different tracks and picked up and sent to the press.

Q. Well, doesn't every compress point make its own empties during the cotton season practically?

A. Well, this is where the cotton comes in, not as a starting point, they can't make their empties.

Q. If I offer you some freight at Cleburne, some cotton, during the cotton season, or any other compresspoint, wouldn't it as a normal proposition be a situation where you would be making empties every day at the compress?

A. This particular question that you ask me now has reference to a shipment originating at Cleburne flat and compressed?

Q. Yes.

A. No prior movement?

Q. That is correct.

A. Just picked up at Cleburne. Well, now, you don't always have 67 cars out and dried and ready—you've got to switch them out of trains.

Q. We are not contemplating that these were all offered at the same time. But isn't it a fact that the compress points make more empties than they require under normal conditions?

A. Yes, when the season is in full working order they make more.

Q. And your computation that you made here figured on bringing these cars in from some other point of origin?

A. Yes.

[fol. 57-56] Q. And not on cotton that originated at Cleburne in flat condition. Now, why did you make it four days in the case of one and three days in the case of the other?

A. On account of the difference in the number of cars.

Q. Why did you figure 29 empties to be backhauled on the flat cotton from Galveston?

A. That is 75 per cent of the 38 cars that went into service. I figured that nine of them got a load in Galveston, and that would relieve the flat cotton of that much expense, because they picked up a load at Galveston, and the 29 cars—we have made several figures and tests to see what per cent of our cars go out empty and what per cent get a load. As a general rule about 75 per cent is a pretty fair average of what leaves Galveston in the Cotton season empty, and it was on that account that I applied that rule to that shipment.

Q. Don't you pick up loads at Somerville or put some of these through Somerville for loading?

A. Well, if we were hastening these cars back to load them with cotton back to their original point I think that the original shipment ought to be charged with a loaded and an empty haul.

Q. In other words, it would depend on your car situation largely.

A. And it is very acute in the cotton season.

Mr. Fulbright: That's all.

Mr. Chairman: Mr. Morrissey, perhaps you have covered [fol. 57-57] this already. The question Mr. Fulbright just asked you nearly completed what is in my mind, but this is what I want to get clear: In your computation of flat cotton on your Exhibit 1, page 1, you have set up a hypothetical case where—charged up against the movement of flat cotton the cost of moving into Cleburne every car that would be necessary to load that cotton out?

A. I beg your pardon sir. I did not.

The Chairman: Well, that is what I am trying to get at.

A. I didn't charge anything into Cleburne at all.

The Chairman: Sir!

A. I didn't make any charge for any cars into Cleburne.

The Chairman: Well, you have the cost——

A. It is out of Cleburne.

Mr. Ross: Coming to the port, Your Honor.

Mr. Fulbright: I don't understand it at all Mr. Morrissey.

The Chairman: Just a moment. Assembling 67 cars at Cleburne, estimated at $67.00; that is a dollar a car. Now, what do you mean by that, if you don't mean to assemble them somewhere else?

A. Well, now, this assembling of cars, I made a little notation here of what that meant. Assembling means picking up the cars on various tracks and getting them together for loading and in loads.

The Chairman: You mean they are already in Cleburne?

[fol. 57-58] A. Yes, sir, they are already in Cleburne.

The Chairman: But scattered around over the yards.

A. They are already in Cleburne, but it is just assembling them and putting them together.

Mr. Fulbright: It would take on an average of four days to assemble all those cars right in the yards according to his computation.

The Chairman: I was just coming to that. In the next item you have per diem on these 67 cars while assembling and loading, four days.

A. Yes, sir; that is the rental of the cars.

The Chairman: I understand, that is the result, but I am talking about the time it takes from different points in Cleburne to assemble these cars and load them. Do you think that really is a fair estimate?

A. I do. Loading out flat cotton is not as expeditious as loading out compressed cotton.

The Chairman: Well, you don't have to wait until it is compressed there?

A. No, this is flat cotton.

The Chairman: I understand, but in your next item you have three days for assembling and loading compressed cotton?

A. For the compressed cotton, yes.

The Chairman: I confess, Mr. Morrissey—I am just trying to get at the correctness of your figures. I desire to understand what you are talking about, and I just don't [fol. 57-59] quite comprehend the charge you have made of four days, $268.00, for assembling and loading of cars of flat cotton.

A. Well, now, those cotton cars that we use for this flat cotton we will say come into Cleburne from three different points. The Cleburne yard is a pretty big yard; they are scattered all over that yard; they have got to be assembled, put in loading lots, they are not all loaded at one time, but those cars are there for that purpose and while there they are under per diem.

The Chairman: What does your Exhibit 1 show the extra cost of handling this flat cotton to be? you've got it here somewhere.

A. Yes, 30 cents per hundred pounds.

The Chairman: 30 cents per hundred more than compressed cotton?

A. Yes, sir.

Mr. Ross: That is including the intangible items to which he has given no monetary value.

The Chairman: Yes, I understand that.

Mr. Ross: Amounting to about 40 cents.

The Chairman: You arrive at that by figuring up here the four days for assembling and the other figures you have given and 318 miles?

A. And the hauling of the 2.3 surplus cars to Galveston.

The Chairman: All right.

[fol. 57-60] Questions by Mr. Fulbright:

Q. Now, the cost of assembling those cars is a part of your operating cost, isn't it?

A. Yes, sir.

Q. So that is duplicated when you figure your per diem cost of the thousand gross ton miles?

A. No, sir, it is an extra service.

The Chairman: Anything further of Mr. Morrissey? All right. Stand aside.

Mr. Ross: No, I have some rebuttal, Your Honor.

The Chairman: I thought you were through.

Redirect examination.

Questions by Mr. Ross:

Q. Mr. Morrissey, in reply to questions by Mr. Fulbright you stated it would be very expensive to back haul cotton to the compress at Cleburne. As I understand, where the distance is relatively short or other circumstances enter it is probably more economical sometimes to take that cotton back to the compress where it originates at some point a short distance out of Cleburne?

A. Well, I think I qualified that; I think you will find it in the record where I said when the distance is considerable.

Q. Take, for instance, when the Temple compress is congested?

A. But I would not consider it much of a back haul from Rio Vista to Cleburne; if your locals come along and pick [fol. 57-61] it up and take it through, I think it would be more economical to take it to Cleburne than to Temple.

Q. Well, take some point south of Cleburne, that car of cotton could go to Cleburne to the compress and we could release the equipment and there might be a saving there?

A. Yes, sir.

Q. Now, the exhibits which you have offered show that there is some difference in the maintenance and operation per thousand gross ton miles of the G. C. & S. F. versus the M. K. & T. and the I. & G. N. Now, you made the cost study, and I wish you would state what your views are as to the reason for this difference in the cost of operation of those lines?

Mr. Fulbright: We object to the question as calling for a conclusion of the witness. Unless the witness is familiar with the conditions we don't care to hear his opinion about it.

Mr. Ross: Your Honor, the witness has had some thirty years experience in the railroad service.

Mr. Fulbright: Not with the I. G. N.

Mr. Ross: He is now the Statistician for the G. C. & S. F., and he has studied many of the railroads in Texas. The witness is what we lawyers term an expert, and if we are not entitled to the opinion of witnesses who are trained in these lines, who can we look to?

The Chairman: Mr. Morrissey, do you know anything about—have you made a study of the I. G. N.?

A. Well,——

The Chairman: Wait a minute. Have you made a study [fol. 57-62] of the I. G. N.?

A. I have from time to time made a study of every line in Texas.

The Chairman: I mean so far as this hearing—these exhibits are concerned?

A. No, not for those exhibits, but prior to those.

The Chairman: All you know is that the Auditor gave you these statements?

A. I know some goor reasons why some of these lines are higher than the Santa Fe.

The Chairman: Well, that may be true as a general proposition, but I am talking about these exhibits.

A. No, sir, I got those exhibits from their officers.

The Chairman: I am just trying to get at—you have no personal knowledge of the reasons which enter into these exhibits to show that their per ton cost is so much greater than on others?

A. No, sir.

The Chairman: Well, the objection is sustained.

A. Now, then, going back to your question a while ago, generally when a railroad expects a shipment of 2,000 bales of cotton they don't wait until the last day to assemble the cars for that cotton; the cars are there prior to that. They can't afford to have that kind of movement waiting until the last minute for cars. Cars are not always available in the cotton season, and they may assemble those cars three or four days ahead of that shipment, but they are on per [fol. 57-63] diem all the time, and you've got to allow for that in arriving at these things.

Q. Mr. Morrissey, have you any reasons or suggestions to offer why *or* that account for the low operating cost on the G. C. & S. F.?

The Chairman: What is that, Mr. Ross? I didn't catch the question.

Mr. Ross: Read the question, Mr. Reporter.

(Thereupon the Reporter read the question.

The Chairman: All right. Go ahead.

A. Well, I would not—I have nothing very specific. I know in a general way that there is very close supervision; I suppose all lines have that, but *is* is almost intense on the Santa Fe. There is not a dollar spent that is not scrutinized and explanations called for for every expense, and we have found from experience that it pays to watch expenses, cutting out a great deal of over time and time and a half by getting the trains over the road.

Q. Are you through, Mr. Morrissey?—I beg you- pardon.

A. Yes.

Mr. Ross: Now, Your Honor, inasmuch as Mr. Fulbright has objected to the witness' stating the reasons for the discrepancies in the operating costs of the G. C. & S. F. versus the other Carriers named, and Your Honor has sustained it, I suppose he will withdraw his motion to strike the exhibits 2 and 3 from the record. I shall ask him to do [fol. 57-64] so, anyhow. I want him to be consistent.

Mr. Fulbright: I certainly don't want them in the record as evidence with nothing more to support them than has been shown here.

The Chairman: All right. Have you anything further?

Q. Turn to sheet 2 of Exhibit 1, which is a letter from Mr. Dunham, and shows a check of the cars used. That is the actual performance?

A. Mr. Dunham is here, and here is his letter.

Q. As you understand it, is that the actual performance?

A. Yes, that is what I understand it to be.

Mr. Ross: All right. That's all.

Judge Stedman: I want to ask one question.

The Chairman: All right, Judge.

Questions by Judge Stedman:

Q. I think probably it is involved in what has been stated, but I think there has been some confusion. With respect to backhauling of cotton from points between Cleburne and Temple, suppose that the compress at Temple should be congested and it should not be congested at Cleburne, what as to that condition producing a necessity or good reason for backhauling?

A. Well, I think it would be very good operating to compress your cotton at the nearest point.

[fol. 57-65] Q. At the nearest point?

A. Yes.

Q. Yes, but without regard even to that, if there is congestion at one point so that the cotton could not be handled expeditiously, and no congestion at the other, what influence ought that fact to have on the backhaul?

A. I don't catch your question.

Q. Well, suppose the Temple compress could not do the work on account of being overcrowded, and the Cleburne compress could get the cotton through expediously?

A. Well, if the haul was not too far it would be better to compress the cotton at Cleburne.

Q. That would furnish a reason for going back?

A. Yes.

The Chairman: Judge, I imagine you are confused over this backhauling. I don't recall any testimony as to backhauling of anything but the backhauling of the empty cars.

Judge Stedman: No, he asked about hauling it back for compression; that is what he asked him.

The Chairman: All right. Any other questions?

Judge Stedman: There is another question I want there. I don't want to go counter to the ruling of the Commission, but I want to qualify the witness a little further on another point, as to the reasons for the difference in the cost on the Santa Fe and the costs on the other lines.

[fol. 57-66] Q. I will ask you if you have any general familiarity with the facts relating to transportation on those two lines—I mean the M. K. T. and the I. G. N.?

A. Well, I think the M. K. & T. has a good many short runs.

Q. Well, now, that is it, but I was just asking you generally—I was qualifying you.

A. It is the cost of what we call constructive mileage.

Q. One moment. I want to ask you if you have any knowledge of the difference between the conditions on the Santa Fe and the conditions on the other lines. Have you any knowledge of the different conditions which would affect the cost of transportation?

A. Well, I would have to make analysis of the expenses to answer you.

Q. I don't mean in strict detail, but in a general way whether one is more expensive than the other?

A. Well, I started to tell you a moment ago in a general way that a road which has nice operating divisions of a hundred miles each can operate more economically than one that has less than a hundred.

Q. That would be one of the factors?

A. That would be one of the factors, but in a general way I could not tell you.

Q. Then you don't know in a general way why the cost should be greater on the other two lines than on the Santa Fe?

A. Oh, it might cost more for fuel on one line.

Q. I am just asking for facts, if you know the facts.

[fol. 57-67] A. No.

Judge Stedman: I will dismiss it, then.

The Chairman: Judge, the Katy and the other lines are here.

Judge Stedman: Not with the kind of witnesses to develop these facts first hand.

The Chairman: We want first hand information.

Judge Stedman: We want to obviate the necessity of bringing those witnesses here.

The Chairman: Anything further with Mr. Morrissey?

Mr. Thompson: Just one question.

Questions by Mr. Thompson:

Q. About the per diem—extra per diem cost foe uncompressed cotton that you estimated at Cleburne, suppose there is a given loading space to load 2,000 bales of compressed cotton, you have enough loading space to put the cars there in, say, two shifts or drags. Well, now, in loading the flat cotton it would take somewhere between two and two and a half times the number of cars, then instead of two shifts of cars you would have to have from four to five shifts to load the uncompressed cotton?

A. That is so.

Q. And that would tend to take additional time, wouldn't it, and partly account for the extra day you allow for the per diem?

A. Yes, sir; it takes more switching, too.

Mr. Thompson: That's all.

[fol. 57-68] The Chairman: All right. Stand aside.

[fol. 57-69] J. J. MORRISSEY, recalled, testified as follows:

Direct examination.

Questions by Mr. Ross:

Q. Mr. Morrissey, I believe there was offered here in evidence your testimony and exhibits put in in Docket 11965.

A. 11965, yes, sir.

Q. And an interpretation was placed thereon by the witness Dalzell. Have you something to say in respect to that evidence?

A. I have. Your Honor, I have in my hand here a copy of the testimony which I gave in the hearing before the Interstate Commerce Commission, Docket 11965, which was presented in this case by Mr. Dalzell or his representatives. It will be necessary for me to read a few extracts from this evidence that bear on this particular part of the case. On page 4: "Q (By Mr. Hershey) Mr. Morrissey, where you have shown the expense of handling this cotton in either the uncompressed or the compressed condition, that is the expense that is simply chargeable to the operation only?

A. Well, stated here that—Exhibit A says: 'Above expenses cover what are usually known as out-of-pocket expenses, and do not include maintenance of way and structures, or any overhead transportation, equipment, traffic or general expenses, as defined by the Interstate Commerce Commission.'" On page 6: "Q. (By Mr. Ross) Now, Mr. [fol. 57-70] Morrissey, these figures represent the actual increase in cost, out-of-pocket cost, to the Carriers, compressed versus uncompressed.

A. As worked out here, yes, sir.

Q. Now, a carrier ought to earn a fair return on the property invested to render the service, should it not, which would include, of course, maintenance of way, superintendence and other items which are not included in the cost of rendering this service?

A. Yes. This cotton should contribute a fair proportion to the upkeep of the property. I now offer my Exhibit No. 112.

Examiner Mullen: That will be received. (The statement was thereupon received in evidence, marked 'Defendants' Exhibit No. 112, Witness Morrissey,' and is forwarded herewith.)"

Mr. Fulbright: Your Honor, we object to taking up time in simply reading the exhibit. It is self-explanatory. We have offered it. If the witness——

The Witness: Here is the purpose of the exhibit, now, that I am coming to.

The Chairman: He is reading certain paragraphs.

The Witness: I want to clear up my evidence. "This exhibit is introduced for the purpose of showing what the total cost of freight service is on the Santa Fe road as compared with the $1.50 for transportation purposes only. Now, we can dismiss this very briefly. The cost of all freight operating expenses and maintenance amount to $4.99 per thousand [fol. 57-71] gross ton miles, and on the basis of one thousand net tone miles the cost was $11.19." Now, I think there is only one more here that I will take—Page 9: "Cross Examination, by Mr. Fulbright.

Q. If the railroads do save one dollar per bale, or 20 cents per hundred pounds, it would save $540 by hauling that cotton through flat. That would more than offset your $252 increase in operating costs, would it not?

A. Yes, but please bear in mind that this $252.13 is only the out-of-pocket expense. It does not take in a fair proportion of the operating and maintenance of the road at all."—Now, that is all I want to read. Now, I will show you where Mr. Dalzell got out on a limb. Under Mr. Dalzell's plan of operating expenses, as he testified to yesterday, and the interpretation that he put on Morrissey's Exhibit 110, this is how the public service would be conducted: The Santa Fe Railroad, which they have often done, very likely killed a cow belonging to Colonel Bill Cruze. Well, Colonel Bill had cows killed before by the Santa Fe, and he got paid for them; but when he presented his claim in the usual way, why, the Claim Agent says: "Why, we haven't any money to pay you, Colonel Bill. We are awfully sorry we killed your cow, but we have no money." Well, that's a new doctrine to Colonel Bill, he doesn't understand how such a thing could exist. So he says: "Why can't you pay me for my cow?" Well, the Santa Fe Claim Agent will say: "Why, we can't under Mr. Dalzell's system of operation; [fol. 57-72] you will have to go and see him." Why, he will say: "Who in the 'Sam Hill' is Mr. Dalzell?" "Why, he is the secretary of the Cotton Exchange in Houston; he is put-

ting this on the out-of-pocket basis, and he has made no provision for killing your cow." Now, the same application would apply to hitting an automobile on a crossing and maybe destroying valuable property, or burning up a man's property contiguous to the right-of-way, or by flooding his property through the embankment of the railroad. Now, Mr. Dalzell's plan——

The Chairman: Mr. Morrissey, pardon me, you are getting into an argument.

The Witness: I am just illustrating my case.

The Chairman: Well, you are arguing.

The Witness: I won't argue any more. I was going to say that Mr. Dalzell's plan would be feasible, and there would be some justification for it, if the Santa Fe were operating an aeroplane service, where they couldn't kill cows—cows don't fly; where they couldn't hit automobiles; where they wouldn't need any tracks, any section men, any bridge men, any interlockers. But the Santa Fe Railroad is operating a steam train, and here are a few of the expenses that Mr. Dalzell overlooked in putting a construction on my Exhibit 110, and this is taken from a brief filed with the Interstate Commerce Commission, which, I presume, I can read from. Mr. Dalzell, in his application of [fol. 57-73] 110, out-of-pocket expenses——

Mr. Fulbright: Now, Your Honor, I just wish to state here that it is all right for them to put in what Mr. Ross put in his brief in that case, provided they will simply permit me to put in what I put in my brief in that case; we will call it fifty-fifty, and I will be glad to furnish the Commission with a copy for that purpose.

Mr. Ross: Your Honor, I think the situation is entirely different. Mr. Dalzell has sought in this proceeding to reach out into another case and place an interpretation upon Mr. Morrissey's testimony that should not have been placed there. It places this witness's testimony, or attempts to place it in a wrong light, and this witness certainly has the right to explain his evidence and exhibits put in in 11965.

The Chairman: We think he has, too, but don't read excerpts from the briefs.

The Witness: I overlooked mentioning one fact——

Mr. Fulbright: The point is that Mr. Ross can handle that in his brief in this case, just as well as Mr. Morrissey

can on the witness-stand. The evidence is there, and I see no objection to it. I am trying to save time. Mr. Ross can put it into his brief, and I have no objection to his doing so.

The Witness: I overlooked stating—I put the cart be-[fol. 57-74] fore the horse in this evidence; I should have stated why I made that exhibit. I made that exhibit at the request of the Traffic Department, who asked me to figure out some difference between the out-of-pocket cost of handling compressed and uncompressed cotton. I saw the danger of figuring on that basis, and that was why I filed Exhibit 112, fearing that some man not well versed in operating expenses would seize upon the out-of-pocket expenses and confuse them with the operating expenses.

The Chairman: Now, Mr. Morrissey, it is sufficient, to explain that exhibit, to say that it only covers the out-of-pocket expenses, and not all of the expenses in operating a railroad.

The Witness: That is exactly it.

The Chairman: All right, that is sufficient; that covers it.

The Witness: All right, sir.

Mr. Ross: Now, suppose you state, Mr. Morrissey, what items of expense should have been included properly, that were not included.

The Witness: Well, the expenses of maintaining the track, the overhead equipment expenses, the traffic in general expenses, superintendence of transportation, train dispatcher, station employes, station supplies and expenses, signal and interlocker operations, crossing protection, telegraph and telephone operation, stationery and printing, insurance, clearing up freight wrecks, damage to property, [fol. 57-75] damage to livestock on right-of-way, loss and damage to freight, and injuries to persons; also taxes, which we have to pay, rentals, and interest on the value of the property investment. A railroad couldn't perform adequate service to the public on an out-of-pocket basis.

The Chairman: Mr. Morrissey, the Commission understands all that.

The Witness: All right, sir; I am glad they do; thank you. Now, that is all I have to say about Mr. Dalzell's interpretation.

The Chairman: All right, go ahead.

Mr. Ross: I believe you have some further exhibits, Mr. Morrissey.

The Witness: I have.

Mr. Ross: All right, we will offer those now. Proceed to offer those, please.

The Witness: This is the first one.

The Chairman: That will be received as Morrissey's Exhibit 97.

Mr. Ross: Just proceed, Mr. Morrissey.

The Witness: Well, to be brief and cut down the loss of time, the Santa Fe had a loss of $78,356.22 in the handling of cotton during the year ended July 31, 1923. That was for insurance and cotton destroyed on flat cars and other fires.

Mr. Ross: That is offered, Your Honor, as——

The Chairman: Now, just a minute. Mr. Morrissey, you have Flat Cotton destroyed by fire, $10,237.75.

[fol. 57-76] The Witness: Yes, sir.

The Chairman: Other cotton destroyed by fire, $32,050.42.

The Witness: Yes, sir.

The Chairman: Less collected from Insurance Company, $24,000.00——

The Witness: Yes, sir.

The Chairman: $24,613.75.

The Witness: Yes, sir, and Salvage, $1,155.00.

The Chairman: Why didn't you collect the entire amount of loss from them?

The Witness: We couldn't get insurance on flat cars. Cotton carried on open cars is carried at the Carrier's risk. The insurance that they charge on that is prohibitive.

The Chairman: Well, you have got Other Cotton $32,000.00 there, and only collected $24,000.00. Cotton other than flat cotton—than cotton on flat cars?

The Witness: Yes, sir.

The Chairman: Now, after paying $39,000.00 in premiums, you didn't collect the full amount of it.

The Witness: Well, there is salvage here.

The Chairman: The salvage is only $1,155.00.

The Witness: $1,155.00, yes, sir.

Commissioner Splawn: Do they insure for the full amount, Mr. Morrissey,—one hundred per cent of the value?

[fol. 57-77] The Witness: Other cotton destroyed by fire was cotton destroyed at depots and platforms, not on cars.

The Chairman: As I understood you, you did not get any insurance on any sort of flat cotton.

The Witness: Yes, sir.

The Chairman: Not when it is in box cars?

The Witness: Oh, yes, when it is in box cars.

The Chairman: You say here: Cotton on flat cars burned, $22,000.00.

The Witness: Yes, sir.

The Chairman: Now, you have here: Flat Cotton destroyed by fire, $10,000.00 and other cotton destroyed by fire, $32,000.00.

The Witness: Yes, sir.

The Chairman: The total of those two items is $42,000.00, and you only collected $24,613.75 insurance. I was just trying to find out——

The Witness: Well, I will tell you. There is an accounting feature that entered into these adjustments. This is taken from the Auditor's records, and they have adjustments in previous seasons' fires that they collected from the insurance companies on, which enters into this; but the net loss for this season, including those adjustments, is $78,000.00.

The Chairman: All right.

Commissioner Splawn: One of your exhibits shows how many bales the Santa Fe handled during this period.

[fol. 57-78] The Witness: Yes, sir. I think nine hundred and some odd thousand bales. That is in the Annual Report to your Commission.

Mr. Splawn: All right.

The Witness: Now, there is an exhibit that took two men twenty days to make up for this case——

The Chairman: Just before you leave this other exhibit, Mr. Morrissey. What do you mean by "Net loss to the Santa Fe, $78,356.22?"

The Witness: Well, that is the money they are out.

The Chairman: Sir?

The Witness: That is the amount of money they are actually out of pocket on this transaction.

The Chairman: You only have here in figuring the insurance claims and the burned cotton. Do you mean to say that figuring against the income, the freight that you collected for the handling of all this cotton, and then charging against it this expense of $78,000.00, and other transportation expenses, that this is your net loss—is that it?

The Witness: Yes, sir, the freight charge is figured up to the point of the fire always.

The Chairman: It just so happens, then, that the $78,356.22 as the result of your insurance and burned cotton, and amount collected for burned cotton, makes that actual loss?

The Witness: That is it.

[fol. 57-79] The Chairman: It just so happens that way?

The Witness: Yes, sir.

Commissioner Nabors: Mr. Morrissey, could you explain the kind of insurance policy you have? That might make it plainer why you didn't collect more.

The Witness: Well, they take it out from time to time. They don't carry blanket insurance; they just increase it or decrease it as the volume of the movement calls for it.

Mr. Hershey: Excuse me, were you through with your inquiry, Mr. Nabors?

Commissioner Nabors: How is that?

Mr. Hershey: Were you through with your inquiry?

Commissioner Nabors: Yes, sir.

Mr. Hershey: Mr. Morrissey, if you had carried more insurance and consequently collected more insurance, your premiums would have been correspondingly higher, would'nt they?

The Witness: Yes, sir.

Mr. Hershey: Now, as I understand, this $78,000.00 shown as a net loss to the G. C. & S. F. is the difference between what you paid out and what you took in?

The Witness: Yes, this is the net loss.

Mr. Hershey: In connection with fires?

The Witness: This is a book loss.

Mr. Hershey: Well, that is a loss, isn't it?

The Witness: Yes, sir.

[fol. 57-80] Mr. Hershey: Not only the book loss, but the actual out-of-pocket loss to the Santa Fe Railroad, by reason of what it paid out as against what it received.

The Witness: It is.

The Chairman: Now, Mr. Hershey, is it confined to fires? That is what I am trying to get.

Mr. Hershey: Confined to what? I didn't understand that.

The Chairman: Is it confined to loss by fire? I understood this exhibit to mean that the Santa Fe, on its more than nine hundred thousand bales of cotton that it handled for the season, that this $78,000.00 represented an actual loss on the handling of cotton.

Mr. Ross: No, fire losses.

The Witness: Yes, sir.

The Chairman: He didn't say that.

Mr Ross: The exhibit shows that at the top.

Mr. Hershey: Insurance only covers fire. I don't think insurance would mean anything else.

The Witness: Yes.

Mr. Hershey: That doesn't include theft.

The Witness: And another thing I think that possibly has been overlooked here, and that is this,—that this flat cotton destroyed by fire was carried on flat cars, as well as the cotton on flat cars burned. The two classes of cotton were shown separately. The cotton on flat cars burned, $22,000.00, represents the price of the cotton. Flat cotton destroyed by fire is—on account of this question of flat [fol. 57-81] cotton, we wanted to show the expense separately.

Mr. Hershey: Now, this other, Cotton destroyed by fire, might have been cotton contained in open cars, too?

The Witness: Yes, around depots and platforms.

Mr. Hershey: And in open cars—stock cars, for instance.

The Witness: Stock cars.

The Chairman: All right.

Mr. Ross: You have prepared an exhibit, haven't you, Mr. Morrissey, showing the capital investment——

The Witness: I have.

Mr. Ross: —of the G. C .& S. F., and the facilities used in the handling of cotton on its line of railroad in Texas?

The Witness: This is especially prepared, by my instructions, by two engineers, and it took them about twenty days to make it.

Mr. Ross: This consists of seventeen sheets, Your Honor.

The Witness: To be brief, it shows that the investment

in the existing cotton facilities, including track, and right-of-way and one thing and another, is $603,714.26.

Mr. Ross: Now, that is the total investment.

The Chairman: This will be received as Morrissey's Exhibit No. 98.

Mr. Ross: The results of that exhibit show, I believe, as you have stated, that the capital investment in facilities [fol. 57-82] on the G. C. & S. F., as of August 21, 1923, devoted to the handling of cotton, is of the value of $603,714.20?

The Witness: Yes, sir.

Mr. Ross: Now, from your experience in connection with the operation of the G. C. & S. F., if the movement of flat cotton is increased substantially, would those facilities also have to be increased?

The Witness: Yes. In the interior? Yes, I would say so.

Mr. Ross: Wouldn't they also have to be increased at the ports?

The Witness: Very much so.

Mr. Ross: Have you any other statement in connection with that cost study or that exhibit that you want to make?

The Witness: No, not in connection with this.

Mr. Hershey: Mr. Morrissey, I notice that in some of these sheets that I have looked over the print is not very good. I hope those copies the Commission got are clearer than the one I have.

The Witness: Well, give that one to the Chairman.

Commissioner Splawn: This sheet contains a summary—

The Witness: Yes, sir.

Commissioner Splawn: —and the others are the details?

The Witness: Yes, sir.

[fol. 57-83] The Chairman: All right.

Mr. Ross: Have you prepared some further exhibits, intended to show the difference in operating conditions in Texas and some of the other States and districts?

The Witness: Yes, sir.

Mr. Ross: I wish you would proceed with the offering of those.

The Witness: I have here what they call "graphs," made by the Engineering Department from figures which I furnished them.

Mr. Ross: This is offered as the next exhibit.

The Chairman: This is Morrissey's Exhibit No. 99.

Mr. Ross: Just proceed to explain that exhibit, Mr. Morrissey, please. I believe the exhibit consists of nine sheets.

The Witness: Nine sheets, if I am not mistaken. Some of those figures I got from the Southwestern Bureau—Statistical Bureau at Chicago, some I made up from the Railway Age, which I have here with me.

Mr. Ross: Of what date?

The Witness: Of August 11, 1923.

Commissioner Splawn: Mr. Morrissey, you are an experienced auditor and accountant. Have you any explanation of why the Texas roads show so much less earnings than the carriers in the Western District of the Southwestern Roads?

The Witness: Well, I will refer Your Honor to the second sheet, which is what we commonly call density of traffic, and you will find that Texas is at the bottom of the list.

[fol. 57-84] The Chairman: Now, in figuring that density of traffic did you take into consideration the differential territory?

The Witness: Well, this traffic is the tons one mile per mile of road.

The Chairman: Sir?

The Witness: This is the tons one mile per mile of road, actually handled by the railroad, regardless of where or how they got it.

The Chairman: Does it include both interstate and State traffic?

The Witness: Yes, sir, all traffic.

Mr. Ross: Suppose you just take that exhibit, sheet by sheet, and briefly state what it shows, Mr. Morrissey. Take up sheet 1 first.

The Witness: Sheet 1 shows that the rates——

The Chairman: Mr. Ross, this is perfectly self-explanatory, unless for some special reason you want to use it.

Mr. Ross: I don't want to burden the record, Your Honor.

The Chairman: Well, it is as well prepared and clear as you can make it.

Mr. Ross: We tried to put it in graphic form, to show the return.

The Witness: Well, the only thing I would like to men-
[fol. 57-85] tion about it is this,—that the first six sheets cover the year 1922—the calendar year, and the last three sheets cover the six months ending June 30, 1923; so that you have a period of one year, and another period of six months.

The Chairman: All right; is there anything else, Mr. Morrissey?

Mr. Ross: I want to specifically call the Commission's attention to the earnings of the Illinois Central shown on this exhibit.

The Witness: Yes, I have, sir. I have another here that shows all this information by individual roads for the six months ended June 30, 1923.

The Chairman: All right.

The Witness: And it is so comprehensive and put up in such shape that I think it will hardly be necessary to waste any time explaining it.

Mr. Ross: That is offered as the next exhibit, Your Honor.

The Chairman: That will be Morrissey's Exhibit No. 100.

Judge Stedman: Mr. Morrissey, in order to avoid any possible confusion, these figures with respect to the rate of return are based upon the tentative valuations found by the Interstate Commerce Commission?

The Witness: Yes, it states right on the face of the exhibit——

Judge Stedman: I understand. Now, wait a minute.
[fol. 57-86] These other valuations—the exhibits introduced yesterday by Mr. Lovely, were based upon certain Texas valuations?

The Witness: This states what it is. It is the "Property Investment of December 31, 1922, reduced to Basis of Tentative Value in Ex Parte 74."

The Chairman: Mr. Morrissey, how do you account, if you can account for it, for the ratio of operating expenses being so much higher in Texas than they are in any other territory?

The Witness: I will tell you now what I think causes that principally, and that is the lack of revenue. You obtain your operating ratio by dividing your gross revenue into your operating expenses. The larger your revenue, the

less your ratio will be, as a general rule; the smaller your revenue, the greater will be your ratio.

The Chairman: Well, now, of course, I think that is obvious.

The Witness: That is obvious, yes, sir.

The Chairman: All right; go ahead with your next exhibit.

Mr. Ross: In other words, Mr. Morrissey, if you had more traffic—if the traffic density were greater here, you would probably make more money?

The Witness: Yes.

Mr. Hershey: Or higher rates on your present traffic?

The Witness: Yes.

[fol. 57-87] Mr. Hershey: I didn't want you to overlook that, Mr. Chairman.

The Chairman: All right, have you any other exhibits?

The Witness: Yes, sir. Now, this is somewhat similar to the rate of return that I have already furnished in this case, except that it includes the rate of return for the year 1922; and the only difference is that it has 1921 on there as well as 1922.

The Chairman: That will be Mr. Morrissey's Exhibit No. 101.

Judge Stedman: Well, another thing, too, Mr. Morrissey, which requires an explanation—it is shown here that these are Class 1 roads.

The Witness: Oh, yes, that is on the face of the exhibit, yes.

Judge Stedman: I understand that, and the exhibit offered yesterday covered all the roads, without regard to the classes?

The Witness: Well, I don't know.

Judge Stedman: Well, the classes were not considered.

The Witness: That's all the exhibits I have, Your Honor.

The Chairman: All right; anything further from Mr. Morrissey?

Mr. Ross: Any further statement you would wish to make, Mr. Morrissey?

[fol. 57-88] The Witness: No, I don't think so.

The Charman: Any cross examination of Mr. Morrissey?

Mr. Fulbright: Mr. Morrissey, you presented an exhibit here which showed——

Judge Stedman: I haven't quite finished the direct examination, Your Honor.

The Chairman: Oh, I though- you were through.

Judge Stedman: No, sir.

The Chairman: I didn't understand you.

Mr. Fulbright: Go ahead.

Judge Stedman: Mr. Morrissey, I wish you would examine a sheet in an old exhibit filed before the Interstate Commerce Commission in the Cotton Rate Hearing, Exhibit No. 9, Sheet 3. In what hearing was that used?

The Witness: This book, I see, bears the name of William D. Williams. God be good to him. A good old man. It was used in Hearing No. 1410, at the Hotel Galvez, in Galveston.

Judge Stedman: What year was that?

The Witness: I think it was 1913.

Judge Stedman: 1913?

The Witness: I think so. Now, that is my opinion.

Judge Stedman: Now, that page——

The Witness: I made that page.

Judge Stedman: That sheet, you made that?

The Witness: I did.

[fol. 57-89] Judge Stedman: Exhibit 9, Sheet 3,—now, what does that show at that time? I am going to try to bring it down to date, if I can.

The Witness: That shows a comparison of the final result of handling cotton, as compared with other freight.

Judge Stedman: Yes, sir; what difference does it show?

The Witness: It shows that after deducting all the extra and special expenses peculiarly attached to the handling of cotton, that the revenue per net ton mile, less that cost, showed a decrease or 3.5 per cent under all other freight.

Judge Stedman: Does that reflect the difference in cost of cotton as compared with other freight?

The Witness: Well, I am speaking of revenue in this last.

Judge Stedman: Well, you have got cost above there.

The Witness: Yes, the cost is in here.

Judge Stedman: What is the difference in cost—is there any difference shown there?

The Witness: Yes, $274,551.49.

Mr. Fulbright: Mr. Chairman, I don't know how far they are going with this, but we certainly do object to bringing up cost statements more than ten years old.

[fol. 57-90] Judge Stedman: Well, I can't make this mathematically accurate, but I can explain why we haven't brought it to date, or can have Mr. Morrissey do it, and show that this is of some value.

The Chairman: How far do you purpose going into that?

Judge Stedman: I want to show, in the light of an exhibit he compiled in 1913, indicating a greater expense in the handling of cotton than other traffic,—I want to show that upon the same basis the cost is greater to-day, not mathematically accurately, because I can't do it, and I will show why we can't do it—because the records are not kept as they were at that time, strictly.

Mr. Fulbright: We shall certainly object to trying to show anything like that in this manner. It was manifestly an error ten years ago, and they are going to build some guess-work on that, and express some opinions upon matters upon which figures should be obtained, and not the rankest guesses.

Judge Stedman: Now, if you will wait until I ask the question you will see if it is a guess.

The Chairman: Well, let's see. Let's not go too far.

Judge Stedman: No, sir, I won't. Mr. Terry suggested this over the telephone yesterday, and he is very thorough and accurate.

Mr. Bullard: I wish to state, Mr. Chairman, that we will go into this thoroughly, going back ten years.

[fol. 57-91] Mr. Ross: That is perfectly all right.

Judge Stedman: No, what does——

The Chairman: The Chairman: Let's see. Just what does that show as to the cost of handling cotton, as compared with the cost of handling other freight?

The Witness: It shows that the extra cost of handling cotton, was $274,551.49.

The Chairman: On the same kind of freight?

The Witness: This is on cotton, all of it.

The Chairman: Well, I mean, you are comparing—how do you make the comparison, cotton with other freight, on what basis?

The Witness: Light loading of cotton as compared with the principal commodities; extra empty car miles made by reason of the rapidity of the cotton movement; extra expense in connection with the compressing and concentration of intrastate cotton; interest and depreciation on special cotton facilities required for that traffic; interest on value and maintenance of excess tracks made necessary by cotton movement; cost of loading and unloading intrastate cotton; cost of extra insurance on cotton as compared with other freight; interest and depreciation on locomotives that would not be required in regular movement.

Judge Stedman: That is it. Now, those are the necessary expenses which differentiate cotton from other traffic expenses?

The Witness: Yes, that is what I said, yes.

[fol. 57-92] Judge Stedman: Now, that was intrastate cotton. Why did you not compile similar figures with respect to the present time?

The Witness: Because the Railroad Administration changed the system of making annual reports, as I understood it, and the information from which I compiled this at that time is not now available.

Judge Stedman: That is, as to the actual figures?

The Witness: They have discontinued separating cotton into the intrastate in interstate——

Judge Stedman: Yes.

The Witness: As they used to do in the olden times.

Judge Stedman: Now, I will ask you to state whether or not conditions with respect to the matters shown here are substantially the same now as they were previously.

The Witness: Now, what are you asking me about—ten years ago?

Judge Stedman: Yes, relatively or——

The Witness: Why, the rates went up and expenses went up. I really wouldn't undertake to put a definite figure on them. That would be very far-fetched, I think.

Mr. Hershey: The method of handling.

Judge Stedman: The method of handling, I mean to say. Is the method of handling the same?

The Witness: Oh, that is practically the same.

Judge Stedman: That is the same?

The Witness: Practically. Very little difference.

[fol. 57-93] The Chairman: Judge Stedman, you are really not contending that that is a proper method of showing the cost—the result of handling cotton to-day, taking that exhibit and the witness, who now says he is uncertain about making a comparison with ten years ago—you don't think that is a satisfactory way of putting it before this Commission, do you?

Judge Stedman: I don't think, Your Honor, that these figures could be used as illustrating the present condition, but I do think, in the absence of a better way of getting at it—and we can't get it, as he has shown—that that is the way of arriving at a probability. Now, all moral truth depends upon moral evidence; there is no mathematical demonstration of any of these things, and you get at it in the best way you can, provided your testimony is of a relevant character. We can't mathematically show this with figures—we can't show the figures, but we can show a probably condition, and that is all you can do in any case, probably, outside of a few matters that are strictly mathematical. We are not claiming it is the same figures, but that it indicates sufficiently the difference between the cost of handling cotton and other things to render the same sort of process applicable to the development of this case,

The Chairman: Of course, if you had prepared—your Carriers had prepared the necessary statistics showing the cost of handling to-day, and some definite adherence, if you could, it would have been, of course, admissible; but it oc-[fol. 57-94] curs to me that to take that exhibit and then undertake to bring it down by merely inquiring into and contrasting the conditions now with ten years ago, it seems to me to go so far into the realm of speculation that it would not be a proper method of proving it.

Mr. Fulbright: The interests that I represent, certainly would object to trying to arrive at any cost by any such method, which Judge Stedman says is simply piling some probabilities or estimates upon estimates made some years ago, for the purpose of arriving at some present day probability. I think it is getting too far afield.

Judge Stedman: I am not piling one on top of the other.

Commissioner Splawn: I want to ask you, Mr. Morrissey—you read off the items here in the difference of the ex-

pense of handling cotton and other products, that is what you have done, is it?

The Witness: Cotton is compared with the balance of the freight handled by the company.

Commissioner Splawn: At the time you prepared the exhibit, in each of the instances it was more expensive to handle the cotton than the other commodities?

The Witness: In each of these——

Commissioner Splawn: I say when you prepared this exhibit it did cost more to handle cotton than the other commodities, for each of the reasons that you mentioned there? [fol. 57-95] The Witness: Yes, sir, that is the way it is.

Commissioner Splawn: Now, in the year of our Lord, 1923, can you say positively that the same condition obtains, without giving the percentage—not swearing to the percentages, but can you say positively that it costs more to handle cotton now than to handle the other commodities, and for the reasons that you gave in 1913?

The Witness: Well, I will cite one instance, now, that is, those special facilities we have in 1923; $603,000.00, which at six per cent would be $36,000.00 a year; that would be one item; and, I suppose—now, we went to a great deal of pains and trouble to make this exhibit; I suppose I had off and on fifteen to twenty men working on this; but this one particular sheet here, where the final analysis was made, I made it myself, that was my work.

Commissioner Splawn: And that showed the percentages in 1913?

The Witness: It was for the fiscal year 1912?

Commissioner Splawn: 1912?

The Witness: Yes, sir.

Commissioner Splawn: You do not undertake to say that those percentages obtain now, but you state positively, do you, that it does cost more to handle cotton now than it does to handle other commodities, and for the same reasons that you assigned there in 1912?

Judge Stedman: That is what I was trying to get at [fol. 57-96] exactly.

The Witness: Well, if I would say that the same conditions prevail, nobody would believe me; that would be going too far with it. But there is undoubtedly an extra expense, and I tried to make this same comparison, but I found that the material was not available for making it.

Mr. Ross: That is, for use in this case?

The Witness: For use in this case; and I would have liked very much to have made a similar comparison and go to all the trouble of gathering all these details which are attached here in support of that statement—every bit of it is supported—I would have liked very much to have done it, but I didn't have the foundation, so I had to abandon it.

Mr. Ross: Due to the fact that the G. C. & S. F. records are not kept in the same manner now as they were kept at the time this exhibit was made?

The Witness: Due to the fact that the Interstate Commerce Commission does not require it any more in their annual reports—they do not require the separation of cotton as they did then. It could be worked up from the G. C. & S. F. records, but it would take an awfully long time; it would mean going over the original waybills.

Commissioner Nabors: Somewhere in this testimony, I think we had it from some of the Carriers that cotton was [fol. 57-97] the most attractive freight that they had. Now, doesn't this testimony that you are now offering tend to show that it is the most burdensome or least attractive? Wouldn't that confuse us, if that evidence develops in that way?

The Witness: Your Honor, I didn't say that it was very attractive. I didn't say that.

Commissioner Nabors: But that is the evidence in this case. You remember that—that some Carrier stated that that was the most attractive line of freight they had.

Mr. Ross: No, Your Honor, Mr. Dalzell offered that.

Commissioner Nabors: Under present conditions—that is, for recent years. I don't remember the exact year.

Judge Stedman: Mr. Commissioner, if you will permit me. I don't want to interfere with you, but there was an advertisement of some sort offered—of that sort; but because cottom costs more than all other traffic would not demonstrate or would not prove at all that it was the least attractive; there might be something else less attractive, but in comparing cotton with all other traffic it might be less attractive than the aggregate of the other traffic, yet there might still be other traffic that is less attractive.

The Chairman: Judge, the Commission thinks that is far enough to go with that.

Judge Stedman: All right.

Mr. Ross: One further question, Mr. Chairman.

The Chairman: On this matter?

Mr. Ross: Yes, sir.

[fol. 57-98] The Chairman: I would rather you wouldn't ask any more questions on that.

Mr. Ross: As I understand, the compresses were located in 1913 at the same point they are now located?

The Chairman: Well, I don't know about that, Mr. Ross, and if you start in on that——

Mr. Ross: Do you know whether that is true?

The Witness: No, I do not.

The Chairman: —you start into an endless number of things to be taken into consideration.

Mr. Ross: I think that is true, Your Honor, and therefore the relative situation would not be very greatly different.

The Chairman: I think this is far enough to go with that statement.

Mr. McKnight: May I ask the witness a question?

The Chairman: Well, Judge McKnight.

Mr. McKnight: Mr. Morrissey, what have you there?

The Witness: A publication issued by the Bureau of Railway Economics.

Judge Stedman: Economics?

The Witness: That is what I said. Showing the railway revenues and expenses for the month of June, 1923, for Class 1 railways and large switching and terminal companies.

Mr. McKnight: Now, down at the bottom of the sheet what is shown?

The Witness: The rate of return for the six months [fol. 57-99] ended June 30, 1923.

Mr. McKnight: What does that show the rate of return of the Southwestern Roads for that period to be?

The Witness: 3.53 per cent.

Mr. McKnight: For the Southwestern District?

The Witness: That is the Southwestern. For the Western District, 3.62.

Mr. McKnight: That is all. I just wanted to bring this information in.

Judge Stedman: Now, that is Class 1 Roads that is shown there?

The Witness: And it says Switching Companies, too; large Switching Companies.

Mr. Hogsett: Referring to your Exhibit 98, showing capital investment of the Santa Fe, is the capital investment of the Santa Fe south of Rosenberg to Galveston in any way comparable with the capital investment from Houston to Galveston, via the Santa Fe?

The Witness: You will pardon me if I refuse to get into that Houston and Galveston controversy. I am giving you the entire G. C. & S. F. Road.

Mr. Hogsett: Where in this statement have you included the Santa Fe from Houston to Galveston.

The Witness: Well, it is all in there. Now, you can find it.

Mr. Hogsett: Then, would you say that any part of the service south of Rosenberg to Galveston is the same as the service by the Santa Fe from Houston to Galveston?

[fol. 57-100] The Witness: I won't say anything at all about it.

Mr. Hogsett: That is a fair question, Mr. Chairman.

The Chairman: Well, he says he doesn't know anything about it.

The Witness: I haven't given it a moment's thought.

The Chairman: If he doesn't know, he can't answer it. Any further questions?

Mr. Fulbright: I have some question I want to ask him.

The Chairman: All right; go right ahead.

Cross-examination.

Questions by Mr. Fulbright:

Q. Mr. Morrissey, take your Exhibit No. 97, which showed the losses paid on cotton. Do you know how that contrasted with the total amount of claim losses paid on your losses for the same period?

A. Now, do you mean freight losses and damage?

Q. Yes.

A. I don't, Mr. Fulbright. I didn't make any comparison on it.

Q. Isn't it a fact that for the year 1922 the Report of the American Railway Association, Freight Claim Division, shows that the total losses paid on cotton from all roads in

the United States, including the losses by fire, was $430,853.00?

A. Well, I will take your word for it. I guess you are [fol. 57-101] right on it. That is the loss and damage.

Q. And that is analyzed into: $138,877.50 loss on account of unlocated loss, or losses due to error of employes and such as that, and the items $268,487.00 under the heading of damage, which in the notation includes fire and marine loss and damage, and $23,489.00 for delay.

The Chairman: All right; anything further, Mr. Fulbright?

Mr. Fulbright: Yes, sir.

Q. In your Exhibit 98 I notice—I just wish you would explain to me upon what theory you made a one-half cost allocation—take Sheet 2, at the station of Wallis you show there two tracks and the length of them, and the cost. Now, you say one half of the cost is allocated. Will you explain that?

A. That shows that on that track there was some other industry, or a stock pen likely, and it would not be fair to charge cotton with the full length of the approach to that track; therefore, it was divided on the basis of the number of industries on the track. In some instances you will find it to be one third, if you look through that book.

Q. Well, now, you have two tracks there. Are you familiar with the station of Wallis? That is a junction with the S. A. & A. P. Railway.

A. Well, I wouldn't say that I knew all about that place, [fol. 57-102] because we are not—in going by in a train, that would be my experience at Wallis.

Q. Now, you took all of the cost of the cotton platform and all of the cost of the land on which it was situated, didn't you?

A. The site of the platform—just the site.

Q. The site?

A. Yes.

Q. And then when you came to the track and the land on which the track was situated, that is what you allocated, based upon the question as to whether there were other industries on it?

A. I think this foot-note here will explain that: "Total value exclusive cotton track, portion shown 'Remarks Col-

umn' for track approaching cotton platform." Now, where there is nothing on the track but a cotton platform, it will be charged up one hundred per cent to the cotton facilities, but where the cotton platform is on a track that also serves the house, or if it doesn't serve the house it serves the stock-pen, the allocation would be one-half of the track.

Q. Would you say that the expense of handling cotton is greater than the expense of handling livestock?

A. Well, now, there has been a great deal of controversy over that, and in this particular case I haven't freshened up my mind on that subject.

Q. Have you an opinion on it?

A. Well, livestock is such a small per cent of our business [fol. 57-103] that really I don't know.

Q. Cotton is a very much larger percentage and a more important part of your business, isn't it, Mr. Morrissey?

A. Yes, sir, in a good season we derive more revenue from cotton than we would from livestock, yes.

Q. The Santa Fe does handle a great deal of livestock, does it not?

A. They handle a great deal of livestock, but they load very light—very light loading.

The Chairman: Before you get away from that question, Mr. Fulbright, I would like to ask Mr. Morrissey this question: In your allocation of one-half of the cost of these facilities to cotton, that is more or less an arbitrary figure, is it not?

A. Unquestionably; based on the Engineer's knowledge of that particular location.

The Chairman: Well, now, you take the station which Mr. Fulbright inquired about—Wallis. You have allocated one-half of the cost of the track—the land and so forth there—to the cotton traffic. You have done that, regardless of whatever else might be handled on that track, whether or not it is the house-track and the public team track, where all of your other carload shipments are handled—household, immigrant outfits, in fact, all of your—assuming it might be a team-track, regardless of those facts you have just taken an arbitrary figure and made it a one-half allocation?

A. Well, now, Your Honor, it is not a parcticable thing [fol. 57-104] to have a team-track and a cotton platform

and another industry all on the same track, because the team-track cars would block the operation of the compress.

The Chairman: I understand that, Mr. Morrissey, perfectly. The question I am getting at is, do you think that allocating one-half of all that cost to the one item of cotton is really a just allocation?

A. Well, it is as you say, Your Honor, it is more or less arbitrary.

The Chairman: All right.

Mr. Fulbright:

Q. How many carloads of revenue freight did your line handle in 1922, Mr. Morrissey?

A. I would have to look at the Annual Reports to tell you that. I couldn't carry that in my mind.

Q. Do you know, approximately, what proportion of the cars handled revenue freight were used for handling cotton?

A. No, I couldn't even make an approximate of that.

Mr. Ross: Do you think, Mr. Morrissey, that the allocation of the tracks here, that you have shown, is fair?

The Witness: Well, they were made by competent engineers from the records of the Engineering Department, men skilled in such work, and I think it is about as near to being correct as any way it could be had, other than going on the ground with a tape-line.

The Chairman: Well, of course, the amount—the total [fol. 57-105] amount of business handled over that particular track, that is what would determine.

The Witness: That is what would govern, undoubtedly.

The Chairman: And to make it accurate, you would have to figure out the total amount of business handled over that track—cotton and all other business—and then allocate it?

The Witness: Well, I wouldn't have that exhibit here if we had to go to that means, because it would take a year to do it.

The Chairman: That is all.

Judge Stedman: That is all.

The Chairman: All right, stand aside, Mr. Morrissey.

[fol. 57-106] Introduced at Austin

Comparison of Handling 2,000 Bales of Cotton Flat and Compressed from Cleburne to Galveston, an Estimated Average Haul of 318 Miles

Average number of flat bales per car		29.8
Average number of compressed bales per car		68.7
Number of cars required to carry 2000 bales flat		67
Number of cars required to carry 2000 bales compressed		29
Average tare weight of car in tons		20
Average weight per bale in pounds		522
(X) Assembling 67 cars at Cleburne estimated	$67.00	
29 cars figured proportionately	29.00	
		38.00
Per diem on 67 cars while assembling and loading 4 days	268.00	
Per diem on 29 cars while assembling and loading 3 days	87.00	
		131.00
Flat cotton:		
67 cars 20 tons x 318 miles	426,120	
Back haul on 29 empties 318 miles	184,440	
2000 bales 522 tons x 318	165,996	
	776,556	
Compressed cotton:		
29 cars x 20 tons x 318	184,440	
2000 bales 522 tons x 318	165,996	
	350,436	
Surplus ton miles flat cotton	426,120	
Average cost of maintenance and operation January to June incl. 1923 (less cost of frt. cars) per 1000 gross ton miles	$3.20	
426,120 x 3.20 =		1,363.58
Per diem enroute on 38 surplus cars		114.00
Making final delivery at Galveston surplus cars		90.00

(X) If all the cotton moved flat there would be no compress to make empties for loading so the cars must be assembled.

Per diem while unloading and movement and from compress 38 cars three days	114.00
Per diem or back haul of 29 cars 3 days	67.00
Interest at 6% on the Government Valuation	969.64
Surplus cars proportion of taxes	156.17
	3,113.39
Average of above per 100 lbs	.30
Average excess per bale	$1.56

[fol. 57-107] Copy of Exhibit Filed by J. J. Morrissey Before the Railroad Commission of Texas, Docket 2234

Gulf, Colorado and Santa Fe Railway Company

Cotton Statistics, State of Texas, Year 1922

Total tons of cotton handled by G. C. & S. F. in the State of Texas, year 1922	235,827
Reduced to pounds	471,654,000
Bales at 522 pounds per bale	903,552
If loaded compressed at 68.7 bales per car the cars required would be	13,152
Actual number of cars handled	20,552
If loaded flat at 29.8 bales per car, cars required would be	30,320

Summary

	Cars
The cotton actually moved in	20,552
If compressed and loaded 68.7 per car, cars would be.	13,152
which would be a saving of	7,400
If moved all flat at 29.8 per car, cars required would be	30,320
an increase over compressed of	17,168

Cotton statistics copied from the annual report of the year 1922 to the Railroad Commission of Texas.

Surplus cars required for flat cotton over the number required for compressed cotton would cover 130 miles of track.

(Here follow Exhibit No. A-88, marked side folio pages 58-1, 2, 3, 4, 5, 6, 7, 8, and 9, and Exhibit No. A-104, marked side folio page 59)

I. C. C. Docket 17000

EX PARTE No. 87

EXHIBIT No. a 88

Exhibit showing comparison of existing rates with distance and maximum rates applicable between the State of Texas on classes and commodities.

Comparison is made for distances of 20, 35, 50, 75, 100, 125, 150, 175, and 211 miles.

The statement also shows what the maximum rate is in every instance, and at what distance the maximum rate is reached.

Tariff authority for all rates shown, except as otherwise noted, Texas Lines Tariff No. 2-I, A. C. Fonda's I. C. C. No. 174.

Exhibit No.....

COMMODITIES	Minimum Weight Lbs.	For 20 Miles	For 35 Miles	For 50 Miles	For 75 Miles	For 100 Miles	For 125 Miles	For 150 Miles	For 175 Miles	For 211 Miles	Distance at which Maximum Rate is Reached	Maximum Rate
Cotton		28	35	43	55	64½	68	71½	74½	80	211	80
Classes: First	(1)	41½	48½	55½	67	78½	90	101	111	123½	501	170
	(2)	53½	61	67½	79	90½	102	113	123½	135½	501	182½
Second	(1)	35	41½	47½	57	66	76	85½	94	104	501	144½
	(2)	45½	52	57½	67½	76½	87	97	105½	115	501	155
Third	(1)	29½	33½	38½	47½	55	62½	70½	78	85½	501	118½
	(2)	38½	43	48	56½	64	71½	79½	87	95	501	128
Fourth	(1)	24½	29½	33½	40	47½	54	61	67	73½	501	102
	(2)	32½	36½	41½	48	55	61	69	74½	81½	501	109½
Fifth	(1)	18½	24	26½	32½	37	43	48½	53½	59½	501	82
	(2)	24½	29½	33	38½	43	49	55	59½	65½	501	88
A	(1)	20½	25	28	35	41½	46½	53½	57½	64	501	88
	(2)	26	31	34	41½	47½	52	59½	64	70	501	94
B	(1)	15½	20½	22	28½	31	36	40	44½	49	501	69
	(2)	21	26	28	33	37	42	46½	50½	55½	501	74½
C	(1)	14	17	19	24	27½	31	35	38½	43	501	59½
	(2)	18½	21	24	28	32½	36	39½	43	48	501	64
D	(1)	12	14½	17	20½	24	26½	30½	33½	37	501	51
	(2)	15½	17½	20½	23	26½	29½	33½	36½	40	501	54
E	(1)	9	12	14	17	20½	23	25	27½	30½	501	43
	(2)	12	15½	17	20½	23	26	28	30½	33½	501	45½
Acid, Sulphuric	40,000 (1)	8	11	12	14	15½	17	18½	20½	23	276	27½
(Item 3095)	(2)	11	14	15½	17	18½	20½	21	23	26	276	30½
Empty wooden barrels and kegs	11,200 (1)	9	12	14	17½	19	20½	21	22	24	701	38½
(Item 1400)	(2)	12	15½	17	20½	22	24	24½	25	26½	701	39½
Common and Vitrified brick, and Fire clay. (Item 1420-A)	50,000 (1)	5½	6½	6½	7	8	9	10	11	12	701	22
	(2)	6½	7	7	8½	9	10½	11	11½	13½	701	23
Fire brick, radial brick, enameled brick, brick tiling, etc.	40,000 (1)	6½	7	7	8½	10	11	12	12½	14½	701	28½
Item 1430-C)	(2)	7	8	8½	10	10½	12	12½	14	16	701	29½
Cottonseed cake and meal, vegetable cake and meal	40,000 (1)	7	8½	10	13	14	17	18	20	22	951	44
(Item 1461-C)	(2)	9	10½	12	15	16	19	20	22	24	951	44
Cottonseed hulls, cottonseed bran, rice bran and rice hulls	30,000 (1)	5½	7	8	9½	10½	12	13½	15	16	951	33
(Item 1461-C)	(2)	7	8½	9½	11	12	13½	15	16½	17½	951	33
Cottonseed oil, copra or cocoanut and peanut oil	30,000 (1)	9	10½	12	15	17	20	21½	23½	26	951	53
(Item 1461-C)	(2)	11	12½	14	17	19	22	23½	25½	28	951	53
Cottonseed hull fibre or shavings	30,000 (1)	11	14	16	19	21	24	27	30	32	951	66
(Item 1461-C)	(2)	14	17	19	22	24	27	30	33	35	951	66
Furniture	12,000 (1)	24½	30½	33½	43	48½	57½	64	69	76	351	93
(Item 1500)	(2)	30½	36½	39½	48½	55	64	70	74½	82	251	93
Citrus Fruits	24,000 (1)	32	38½	39½	46½	53	58	65	69	75½	476	98½
(Item 1530)	(2)	37½	42½	45½	53	59	63½	71	75½	81½	501	103½
Potatoes and Tuftlps	26,000 (1)	11½	14	16	20½	23	26½	29½	33	37	231	38½
(Item 1530-B)	(2)	14½	17	19½	23	26	29½	33	36	38½	201	38½
Vegetables in brine	20,000 (1)	11½	14	16	20½	23	26½	29½	33	37	231	38½
(Item 1530-B)	(2)	14½	17	19½	23	26	29½	33	36	38½	201	38½
Melons, green vegetables and fresh fruit	24,000 (1)	14	17	19	24	26	29½	33	36	40	231	41½
(Item 1530-A)	(2)	17	20½	22	26½	29½	33	36	38½	41½	201	41½
Ground meat and bone scrap	40,000 (1)	11½	15	17	19½	21½	24½	25½	30	35	201	35
(Item 1575-A)	(2)	15	18	20½	22½	25	26	29½	34	35	201	35
Unshelled peanuts and peanut hearts	30,000 (1)	10½	13½	15	19½	21½	26	28	29	31	301	34
(Item 0461) (Intrastate only)	(2)	13	16	17½	22	25	28	30	31	32	301	34

COMMODITIES	Minimum Weight Lbs.	For 20 Miles	For 35 Miles	For 50 Miles	For 75 Miles	For 100 Miles	For 125 Miles	For 150 Miles	For 175 Miles	For 211 Miles	Distance at which Maximum Rate is Reached	Maximum Rate
Flour and articles taking same rate, pearl barley, farina, oatmeal, cracked wheat, rolled wheat, grits, hominy, etc.	40,000 (1)	8	10	11	14	15	17	18	19	21	351	33
(Item 6320) (Intrastate only)	(2)	11	13	14	17	18	20	21	22	24	351	33
Wheat and grain products	40,000 (1)	8	10	11	14	15	17	18	19	21	351	33
(Item 6320) (Intrastate only)	(2)	11	13	14	17	18	20	21	22	24	351	33
Corn, barley, feterita, Kaffir corn, milo maize, oats, alfalfa meal	40,000 (1)	7	9	10	12½	13½	15½	16	17	19	351	29½
(Item 6320) (Intrastate only)	(2)	10	12	13	15½	16½	18½	19	20	22	351	29½
Hay	17,000 (1)	9	11	12	15	17	19	20	21	23	351	35
(Item 6320) (Intrastate only)	(2)	12	14	15	18	20	22	23	24	26	351	35
Broom Corn	18,000 (1)	20½	26	29½	36½	43	48½	53½	55	61	351	71½
(Item 1585)	(2)	26	32½	35	43	48½	53½	57½	59½	65½	351	76
Cactus plants	30,000 (1)	6½	8½	9	11	12	14	15½	17	19½	476	28
(Item 1595)	(2)	8½	11	11½	13½	14½	16	17½	19½	22	476	30½
Glass fruit jars, bottles and jelly glasses	30,000 (1)	11	12	14	17	20½	23	25	27½	30½	651	55
(Item 1610-A)	(2)	14	15½	17	20½	23	26	28	30½	33½	651	55
Iron, angle, band, bar, roofing, etc.	30,000 (1)	11	14	16	19½	22½	26	29½	32½	36	476	48½
(Item 1631)	(2)	14	17	19	22½	25½	29½	32½	35	38½	401	48½
Iron, structural, etc.	30,000 (1)	11	14½	17	21	24½	28	32½	35	39½	351	48½
(Item 1635)	(2)	14	17½	20½	24½	27½	31	35	38½	43	251	48½
Junk	30,000 (1)	5½	7	8	10½	12	14½	16	17½	20½	551	30½
(Item 1653)	(2)	7	8½	10	12	13½	16	17½	19½	22½	551	30½
Junk and scrap iron, mixed carloads	50,000 (1)	8	9	11	12	12½	14½	16	17½	20½	551	30½
(Item 1657)	(2)	11	12	14	15½	16	17	17½	19½	22½	551	30½
Horses and mules	23,000 (1)	15½	17½	20½	24½	27½	29½	30½	33½	35	751	50½
(Item 1680-C) (Intrastate only)	(2)	19	21	24	28	30½	32½	33½	35	38½	751	50½
Cattle, beef, and calves, hogs, sheep and goats in double deck cars	22,000 (1)	11	12½	15½	19	21	24	25	27½	30½	1471	77
(Item 1680-C)	(2)	14½	17	19	23	25	27½	29½	31	34	1471	77
Cattle, stocker	20,000 (1)	8½	10	11½	14	16	17½	19	20½	23	1471	57½
(Item 1680-C)	(2)	11	12½	14	17½	19	20½	22	23	25½	1471	57½
Calves or hogs in single deck cars	16,000 (1)	12½	14½	17½	22	24½	27½	28½	31½	35	1471	88
(Item 1680-C)	(2)	17	19½	22	26½	28½	31½	33½	36	38½	1471	88
Calves, stocker, in single deck car	16,000 (1)	10	11	13½	16	18½	20½	22	24	26½	1471	66½
(Item 1680-C)	(2)	12½	14½	16	20½	22	24	25	26½	29½	1471	66½
Sheep or goats in single deck cars	12,000 (1)	14	16	19	24	26½	29½	31	34	38½	1471	96
(Item 1680-C)	(2)	18½	21	24	29½	31	34	36½	38½	43	1471	96
Molasses, blackstrap, and blackstrap molasses and rice bran, mixed carloads	36,000 (1)	8	11	12	15½	17	19	20½	22	24	401	29½
(Item 1720)	(2)	9	12	14	17	18½	20½	21	24	25	351	29½
Nuts	40,000 (1)	5½	8	8	9	11	12	14	15½	18½	301	24½
(Item 1733)	(2)	8	9	9	11	12	14	15½	17	20½	276	34½
Pecans in the shell	30,000 (1)	22	26	29½	36	42	48	54	59½	65½	476	91½
(Item 1737)	(2)	29½	32½	37	43	48½	55	61	66	72½	501	97
Petroleum Products	26,000 (1)	18½	24	26½	31	35	39½	39½	39½	39½	121	39½
(Item 1740-A)	(2)	24½	29½	31½	36	39½	39½	39½	39½	39½	91	39½
Stone, road and gravel	50,000 (1)	3	3½	4	5	5½	6½	7	7	8	601	16
(Item 1750-A)	(2)	3½	4	5	5½	6½	7	7	8	9	601	16
Cotton	Any Quantity	28	35	43	55	64½	68	71½	74½	80	211	80

Exhibit No.....

COMMODITIES	Minimum Weight Lbs.	For 20 Miles	For 35 Miles	For 50 Miles	For 75 Miles	For 100 Miles	For 125 Miles	For 150 Miles	For 175 Miles	For 211 Miles	Distance at which Maximum Rate is Reached	Ma... ...mum Rat...
Animal manure, and gypsum rock...	50,000 (1)	2½	3	3½	5	5½	6½	7	7	8½	601	3
(Item 1780-A)	(2)	3	4	4	5½	6½	7	8	8½	10	601	3
Folding fruit and vegetable crates, fruit and vegetable packages, Nsted	30,000 (1)	11	15½	17	21	23	24½	26	26½	29½	201	2
(Item 1800)	(2)	14	18½	20½	24½	26	27½	29½	29½	29½	126	2
Locomotive, steam, loaded on cars...	60,000 (1)	15½	15½	15½	19	19	23	23	23	26½	901	6
(Item 1875-A)	(2)	19	19	19	23	23	26½	26½	26½	30½	901	6
Canned goods, canned milk, pickles, table sauces, salad dressing, olives and capers...	30,000 (1)	11	15½	20½	27½	33½	38½	41½	45½	48½	251	2
(Item 2305)	(2)	17	21	26	33½	39½	44½	45½	48	49	226	2
Fence posts, wooden...	30,000 (1)	5½	8½	6½	8	8½	10	11	11½	12½	731	3
(Item 2530-A)	(2)	10	10	11	12	12½	14½	15½	16	17½	601	3
Fertilizers...	30,000 (1)	6	7	8	9½	11½	13	14½	16	18	801	5
(Item 2571-B)	(2)	7	8	9	10½	12½	14	15½	17	19	801	5
Fertilizers, l. c. l....	(1)	13½	18	21	25½	31	34½	37½	41½	46	876	5
(Item 2571-B)	(2)	17½	22	25	29½	34½	38½	41½	45	49½	876	5
Dry hides...	12,000 (1)	11	15½	17½	24½	27½	32½	35	39½	45	251	6
(Item 2580)	(2)	12½	17½	20½	26½	30½	35	38½	41½	46½	251	6
Green hides...	(@26,000(1)	8½	12	14	17½	20½	23	25	27½	30½	251	3
(Item 2580)	(2)	10	14	15½	19	21	24½	26½	29½	32½	251	3
Dry hides, l. c. l....	(1)	14	20½	23	32½	38½	47½	52	56½	62½	351	8
(Item 2580)	(2)	18½	24½	27½	36½	41½	50½	55	59½	65½	351	8
Green hides, l. c. l....	(1)	11½	16	18½	25	29½	36½	39½	44½	50½	351	5
(Item 2580)	(2)	15½	20½	22	29½	33½	39½	43	47½	52	351	5
Rails and cross ties, iron...	44,800 (1)	5	6½	7	8	9	11	12	13½	15½	451	2
(Item 2630-A)	(2)	7	8	9	10	11	12½	14	15½	17	426	2
Track fastenings, iron...	40,000 (1)	5½	7	8½	9	10½	12½	14	14½	17	451	3
(Item 2630-A)	(2)	8	8½	10	11	12	14½	16	17	19	426	3
Scrap iron...	50,000 (1)	8	9	11	12	12½	14	14½	15½	17	601	3
(Item 2650)	(2)	11	12	14	15½	16	17	17	17½	18½	601	3
Lime...	24,000 (1)	9	10½	11	12½	14	15½	16	17½	20½	701	3
(Item 2670)	(2)	14	14	14½	16	17½	19	20½	21	22½	701	3
Lime, cement and plaster, mixed carload...	24,000 (1)	10	11	11½	13½	14½	16	17	18½	20½	701	3
(Item 2670)	(2)	14½	14½	15½	17	18½	19½	20½	22	23	701	3
Petroleum, crude and fuel...	38,000 (1)	9	10	11	13	13½	14	15½	16	17½	426	5
(Item 2700)	(2)	11	12	13	15	15½	16	17½	18	19½	401	5
Fuel distillates...	38,000 (1)	12	13	14	16	16½	17	18½	19	20½	426	7
(Item 2700)	(2)	14	15	16	18	18½	19	20½	21	22½	401	7
Creosote oil...	38,000 (1)	11½	12½	14	15½	16	17	17½	18½	20½	426	5
(Item 2700)	(2)	14	15½	16	17½	18½	19	20½	20½	22	401	5
Salt...	45,000 (1)	9	11	12	15½	17	20½	21	23	24½	251	2
(Item 2730-D)	(2)	11	12	14	17	18½	21	23	24½	26	221	2
Fresh meats...	21,000 (1)	16	17½	22½	28	32½	35	38½	41½	47½	976	12
(Item 2785)	(2)	19½	21	26	31½	36	38½	41½	45	51	976	12
Packing house products...	30,000 (1)	12½	14½	19	24	28½	29½	32½	34½	39½	976	10
(Item 2785)	(2)	16	18½	22½	27½	30	33	36	38½	43	976	10
Wool and mohair (in sacks or bales)...	20,000 (1)	21	29½	38½	47½	56½	64	71½	79	90	426	18
(Item 2810)	(2)	21	29½	38½	47½	56½	64	71½	79	90	426	18
Cotton...	Any Quantity	28	36	43	55	64½	66	71½	74½	80	211	8

COMMODITIES	Minimum Weight Lbs.	For 20 Miles	For 35 Miles	For 50 Miles	For 75 Miles	For 100 Miles	For 125 Miles	For 150 Miles	For 175 Miles	For 211 Miles	Distance at which Maximum Rate is Reached	Maximum Rate
Wool and mohair (in machine pressed bales).....	22,500 (1)	20½	27½	35	43½	52	55	59½	64	74½	426	91½
(Item 2510)	(2)	20½	27½	...	43½	52	55	59½	64	74½	426	91½
Sulphuric acid in glass, also muriatic acid in glass, in straight or mixed carload.....	30,000 (1)	9	12	17	21	24½	27½	29½	32½	33½	221	55
(Item 6000-A) (Intrastate only)	(2)	12	15½	20½	24½	27½	30½	32½	35	35	173	55
Cement or ① calcamine.....	34,000 (1)	10	11	11½	14	16	17	19½	22	27½	251	30½
(Item 3400)	(2)	12	13½	14	16	18½	19½	22	24½	29½	251	30½
Soft coal.....	60,000 (1)	5½	6½	6½	7	8½	9	10	11	12	791	29½
(Item 3425)	(2)	7	7	7	8½	9	10½	11	11½	12½	771	29½
Anthracite coal.....	60,000 (1)	6½	6½	7	8	8½	10	10½	11½	12½	791	31½
(Item 3426)	(2)	7	7	8	9	10	11	11½	12	14	791	32½
Slack coal.....	60,000 (1)	5	5	5½	6½	7	8½	9	10	11	791	28½
(Item 3425)	(2)	5½	6½	6½	7	8½	9	10	11	12	791	29½
Lignite and lignite briquettes (Intrastate only) Rate per ton of 2,000 pounds.....	Car (1)	44	53	61	80	91	105	115	129	149	701	340
(Item 3437)	Cap'ty (2)	67	76	84	103	114	128	138	152	172	701	365
Stoneware ①.....	24,000 (1)	12	17½	20½	21	23	24½	26	27½	30½	200	30½
(Item 3455)	(2)	15½	20½	23	24½	26	27½	29½	29½	30½	176	30½
Jail material, iron or steel, braces and cast or steel stair material, also cell weights.....	30,000 (1)	10	12½	14½	19½	22½	25½	28½	30½	35	381	51
(Item 3490)	(2)	12½	16	17½	22½	25½	28½	31½	33½	38½	381	51
Kaolin and fullers earth.....	30,000 (1)	3½	5	5	6½	8	9	11	12	14	651	27½
(Item 3535)	(2)	6	7½	7½	9	10½	11½	13½	14½	16½	651	30
Water, mineral or spring.....	24,000 (1)	11	14	15½	20½	23	27½	29½	30½	33½	246	30½
(Item 3545)	(2)	15½	18½	20½	24½	27½	32½	33½	33½	35	221	30½
Rough rice ① and rice polish.....	30,000 (1)	5½	7	8	10	11½	14	15½	17½	20½	241	23
(Item 2560)	(2)	7	9½	9	11½	12½	15½	17	19	21	241	23
Soap and soap powder.....	30,000 (1)	9	14	18½	26	30½	35	38½	43	47½	246	30½
(Item 3615)	(2)	11	15½	20½	27½	32½	36½	39½	44½	48½	246	30½
Sugar and molasses.....	36,000 (1)	13½	21	27½	33½	38	42½	45½	48½	50	186	50
(Item 3670-A)	(2)	18½	26	32	38	42½	47	48½	50	50	161	50
Cotton burrs or hulls.....	20,000 (1)	9	11½	12	14½	18	20½	22	24½	26½	201	26½
(Item 6790) (Intrastate only)	(2)	12	14½	15½	17½	19	23	24½	26	26½	191	26½
Soda solution.....	Cap'ty (1)	28	36	40	44½	52½	59½	59½	59½	59½	121	59½
(Item 3735)	of (2)	37	44½	47½	54	59½	59½	59½	59½	59½	91	59½
	Tank Car											
Coke, including petroleum coke.....	60,000 (1)	6½	6½	7	7	9	10	10½	11½	12½	781	30½
(Item 2720) (Intrastate only)	(2)	7	7	7	9	10	11	11½	12	13½	781	31
Bag, burlap, cotton, clayed and gunny.....	30,000 (1)	10	13	14½	17½	20	23½	26½	30	34	301	48
(Item 6510) (Intrastate only)	(2)	13	16½	18	21	24	27	30	33	35½	476	48
Cottonseed for planting, l. c. l.....	(1)	12	15½	17	18½	20½	23	24½	26	29½	301	48½
(Item 6590) (Intrastate only)	(2)	Combination rates up to 300 miles, not to exceed single line rates for that and greater distances.										
Flour and articles taking same rates, l. c. l. (Intrastate only).....	(1)	24½	29½	33½	40	43½	51	52½	54½	57	201	57
(Item 6815)	(2)	32½	36½	41½	48	52½	64½	56½	59	61	201	61
Cotton.....	Any Quantity	26	35	43	55	64½	68	71½	74½	80	211	80

Exhibit No.....

COMMODITIES	Minimum Weight Lbs.		For 20 Miles	For 35 Miles	For 50 Miles	For 75 Miles	For 100 Miles	For 125 Miles	For 150 Miles	For 175 Miles	For 211 Miles	Distance at which Maximum Rate is Reached	M
Wheat and articles taking same rates, l. c. l. (Intrastate only).....		(1)	24½	29½	33½	40	45	47½	48½	51	53	201	
(Item 6815)		(2)	32½	36½	41½	[illegible]	48½	50½	51	52½	53	191	
Hay and articles taking hay rates, l. c. l. (Intrastate only).....		(1)	24½	29½	33½	40	43	46½	48½	51	53½	201	
(Item 6815)		(2)	32½	36½	41½	44½	45½	50	51	52½	53½	191	
Ice (Intrastate only).....	36,000	(1)	6½	7	8	9	11	11½	12½	14	15½	301	
(Item 6650)		(2)	9	10	11	12	14	14½	15½	16	17	261	
Locomotives, second-hand.....	60,000	(1)	8	8	8	10	10	11½	11½	11½	13½	901	
(Item 6700-D) (Intrastate only)		(2)	10	10	10	11½	11½	13½	13½	13½	15½	901	
Sulphur, crude, (not ground or refined) (Item 6870) (Intrastate only)	40,000	(1)	5½	8	8	9	11	12	14	15½	18½	301	
		(2)	8	9	9	11	12	14	15½	17	20½	276	
Sulphur, ground, refined, (not ground) inoculated (Intrastate only)....	40,000	(1)	6½	9½	9½	11	13	14½	17	18½	22	301	
(Item 6870)		(2)	9½	11	11	13	14½	17	18½	20½	24½	276	
Sulphur, refined, (not refined), ground and inoculated, refined, l. c. l....		(1)	10	14½	14½	16½	19½	22	25½	28	33	301	
(Item 6870) (Intrastate only)		(2)	14½	16½	16½	19½	22	25½	28	31	37	276	
Products of paper mills.....	24,000	(1)	11½	15½	16½	20	23½	27	30	33½	37	476	
(Item 6775) (Intrastate only)		(2)	16	19½	21	25	28	31½	35	38	41½	501	
Packing house products, l. c. l.....		(1)	17	20½	24½	20½	35	38½	41½	45½	52	731	
(Item 6781) (Intrastate only)		(2)	20½	24	28	34	38½	42	45	49	55½	731	
Fresh meat, l. c. l. (Intrastate only)		(1)	23	27½	33½	43	48½	53½	57½	62½	71½	731	
(Item 6781)		(2)	26½	31	37	46½	52	57	61	66	76	731	
Rough or seed rice, l. c. l.....		(1)	12	13½	14½	16½	18	20½	22	24	27	241	
(Item 6790) (Intrastate only)		(2)	13½	15	15½	18	19	22	23½	25½	27½	241	
Silica, cement (Intrastate only).....	50,000	(1)	3	3½	3½	4	5	5½	6½	7	8	481	
(Item 6800)		(2)	4	5	5	5½	6½	7	7	8	9	461	
Rough stone (Intrastate only).....	50,000	(1)	5	5½	5½	6½	6½	7	7	8	8½	481	
(Item 6800)		(2)	5½	6½	6½	7	7	8	8½	9	10	301	
Clay furnace, fire brick, fire clay....		(1)	28	32½	35	38½	41½	44½	47½	50½	53½	200	
Tiling, l. c. l. (Intrastate only)...		(2)	38½	45½	50½	53½	56½	59½	62½	65½	69	200	
(Item 6825-B)													
Sugar cane (Intrastate only).....	30,000	(1)	2½	2½	3	4	5	5½	6½	7	8	201	
(Item 6900)		(2)	3½	3½	4	5	5½	6½	7	7	8	201	
Turpentine (Intrastate only).....	30,000	(1)	11	12½	16	17½	19	21	22	23	24½	251	
(Item 6900)		(2)	12	14½	17½	19	20½	23	24	24½	25	251	
Rosin (Intrastate only).....	36,000	(1)	7	11	12	14	15½	16	17	17½	19	251	
(Item 6900)		(2)	8½	12	14	15½	17	17½	18½	19	20½	226	
Wood and tan bark—rate per cord..	14	(1)	99	114½	121½	167	190½	227½	243	258½	288½	801	
(Item 6050-A) (Intrastate only)	Cords	(2)	152	167	175	197½	213	251	266	281½	312	801	
Agricultural implements (not hand)..	24,000	(1)	20½	25	28	35	41½	46½	53½	57½	64	241	
(Item 2000)		(2)	26	31	34	41½	47½	[illegible]	50½	84	69	201	
Agricultural implements (hand).....	24,000	(1)	29½	33½	38½	47½	55	62½	70½	78	85½	301	
(Item 2005)		(2)	38½	43	48	56½	64	71½	79½	87	96	241	
Automobile bodies, freight, K. D....	24,000	(1)	20½	25	28	35	41½	46½	53½	57½	64	241	
(Item 2008)		(2)	26	31	34	41½	47½	52	59½	64	69	201	
Barytes.....	30,000	(1)	14	17	19	24	27½	31	35	38½	41½	191	
(Item 2018)		(2)	18½	21	24	28	32½	36	39½	41½	41½	151	
Beverages.....	20,000	(1)	14	17	19	24	27½	31	35	38½	38½	151	
(Item 2022)		(2)	18½	21	24	28	32½	36	38½	38½	38½	126	
Cotton.....	Any Quantity		28	35	43	53	64½	68	71½	74½	80	211	

COMMODITIES	Minimum Weight Lbs.	For 20 Miles	For 25 Miles	For 50 Miles	For 75 Miles	For 100 Miles	For 125 Miles	For 150 Miles	For 175 Miles	For 211 Miles	Distance at which Maximum Rate is Reached	Maximum Rate
...ks, steel tank or tank tower ...erials	36,000 (1)	18½	24	26½	32½	37	43	48½	53½	59½	211	59½
(Item 2030)	(2)	24½	29½	33	38½	43	49	55	59½	59½	171	59½
...ts	9,000 (1)	24½	29½	33½	40	47½	54	61	67	73	211	73
(Item 2035)	(2)	32½	36½	41½	48	55	61	69	73	73	171	73
...ment plaster	40,000 (1)	9	12	14	17	20½	23	24½	24½	24½	136	24½
(Item 2040)	(2)	12	15½	17	20½	23	24½	24½	24½	24½	111	24½
...ment	24,000 (1)	12	14½	17	20½	24	26½	30½	33½	35	191	35
(Item 2043)	(2)	15½	17½	20½	23	26½	29½	33½	35	35	161	35
...ets, corrugated metal, K. D.	36,000 (1)	18½	24	26½	32½	37	43	48½	53½	59½	276	67
(Item 2050)	(2)	24½	29½	33	3 ½	43	49	55	59½	65½	221	67
...ol IV	40,000 (1)	12	14½	17	20½	24	26½	30½	33½	37	241	39½
(Item 2052)	(2)	15½	17½	20½	23	26½	29½	33½	36½	39½	211	39½
...ks, roofed	30,000 (1)	18½	24	26½	32½	37	43	48½	53½	55	181	55①
(Item 2055)	(2)	24½	29½	33	38½	43	49	55	55	55	146	55①
...ks, gum	30,000 (1)	18½	24	26½	32½	37	43	45½	45½	45½	131	45½①
(Item 2056)	(2)	24½	29½	33	38½	43	45½	45½	45½	45½	106	45½
...ton fabrics, l. c. l.	(1)	29½	33½	38½	47½	55	62½	70½	78	85½	351	106
(Item 2058-A)	(2)	38½	43	48	56½	64	71½	79½	87	96	276	106
...kets, latches, plates and knobs, ...ets, nuts and lifts, transom lifts ...d hangers	30,000 (1)	24½	29½	33½	40	47½	54	61	67	73½	276	83½
(Item 2060)	(2)	32½	36½	41½	48	55	61	69	74½	81½	221	83½
...ry goods, boots and shoes, leather ...ods, books, clothing, drugs and ...dicines, toilet preparations, hats ...d caps, herbs, linoleum and oil ...oth, meats, rubber goods, station-...y, toys, umbrellas, notions	24,000 (1)	24½	29½	33½	40	47½	54	61	67	73½	276	83
(Item 2065)	(2)	32½	36½	41½	48	55	61	69	74½	81½	221	83
...ne filers	30,000 (1)	18½	24	26½	32½	37	43	48½	53½	59½	276	67
(Item 2068)	(2)	24½	29½	33	38½	43	49	55	59½	65½	221	67
...ial plumbains	30,000 (1)	9	12	14	17	18½	18½	18½	18½	18½	81	18½
(Item 2070-A)	(2)	12	15½	17	18½	18½	18½	18½	18½	18½	56	18½
...ing plate	36,000 (1)	24½	29½	33½	40	47½	54	61	67	73½	276	91½
(Item 2075)	(2)	32½	36½	41½	48	55	61	69	74½	81½	276	91½
...ing, rough rolled	36,000 (1)	18½	24	26½	32½	36½	36½	36½	36½	36½	91	36½
(Item 2080)	(2)	24½	29½	33	36½	36½	36½	36½	36½	36½	66	36½
...ing, window	40,000 (1)	12	14½	17	20½	24	26½	30½	33½	36½	211	36½
(Item 2085)	(2)	15½	17½	20½	23	26½	29½	33½	36½	36½	171	36½
...ng or steel ceiling	36,000 (1)	18½	24	26½	32½	37	43	48½	53½	59½	211	59½
(Item 2105)	(2)	24½	29½	33	38½	43	49	55	59½	59½	171	59½
...ng and mule shoes	36,000 (1)	18½	24	26½	32½	37	43	48½	50½	50½	151	50½
(Item 2110)	(2)	24½	29½	33	38½	43	49	50½	50½	50½	126	50½
...ng or steel pipe, and boiler tubes, ...ated pipe, couplings, connec-...rs and fittings	48,000 (1)	18½	24	26½	32½	36½	36½	36½	36½	36½	91	36½
(Item 2125)	(2)	24½	29½	33	36½	36½	36½	36½	36½	36½	66	36½
...ng iron pipe, pipe hangers, coupl-...gs and connections	36,000 (1)	18½	24	26½	32½	36½	36½	36½	36½	36½	91	36½
(Item 2130)	(2)	24½	29½	33	36½	36½	36½	36½	36½	36½	66	36½
...chinery, gin or irrigation	24,000 (1)	20½	25	28	35	41½	46½	53½	57½	64	241	69
(Item 2140)	(2)	26	31	34	41½	47½	52	60½	64	69	201	69
...ton	Any Quantity	28	35	43	55	64½	68	71½	74½	80	211	80

Exhibit No.....

COMMODITIES	Minimum Weight Lbs.	For 20 Miles	For 35 Miles	For 50 Miles	For 75 Miles	For 100 Miles	For 125 Miles	For 150 Miles	For 175 Miles	For 211 Miles	Distance at which Maximum Rate is Reached	Maximum Rate
Oil well supplies (Item 2155)	36,000 (1)	20½	25	28	35	41½	46½	53½	57½	64	231	67
	(2)	26	31	34	41½	47½	52	59½	64	67	191	67
Excelsior (Item 2160)	20,000 (1)	14	17	19	24	27½	31	35	38½	43	231	44½
	(2)	18½	21	24	28	32½	36	39½	43	44½	181	44½
Paints and ochre—dry (Item 2175)	36,000 (1)	14	17	19	24	27½	31	35	38½	41½	191	41½
	(2)	18½	21	24	28	32½	36	39½	41½	41½	151	41½
Paints in oil, varnish, leads in oil, putty (Item 2180)	36,000 (1)	18½	24	23½	32½	37	43	48½	53½	59½	211	59½
	(2)	24½	29½	33	38½	43	49	55	59½	59½	171	59½
Paris green—London purple (Item 2183)	36,000 (1)	20½	25	28	35	41½	46½	53½	57½	64	231	67
	(2)	26	31	34	41½	47½	52	59½	64	67	191	67
Pulpboard, strawboard, wallboard, binder board, fibre board, pulpboard or tar board (Item 2185)	40,000 (1)	18½	24	26½	32½	37	43	48½	53½	59½	276	67
	(2)	24½	29½	33	38½	43	49	55	59½	65½	221	67
Paper, building or roofing, plain or saturated, roofing or building felt, prepared or composition roofing, roof coating, or covering, (liquid), asbestos roofing, asbestos cement, roofing shells, asphalt shingles (Item 2190-B)	36,000 (1)	14	17	19	24	27½	31	35	36½	36½	151	36½
	(2)	18½	21	24	28	32½	36	36½	36½	36½	126	36½
Wall paper, value not exceeding 10c per pound (Item 2195)	40,000 (1)	24½	29½	33½	40	47½	54	61	67	73½	328	88
	(2)	32½	36½	41½	48	55	61	60	74½	81½	251	88
Peanuts, shelled, unsalted (Item 6462)	30,000 (1)	13.1	16.9	18½	24.4	26.1	32½	35	36½	38½	301	42½
	(2)	16½	20	21.9	22½	31½	35	37½	38½	40	301	42½
Pull rods or sucker rods, and iron sucker rod joints (Item 2210)	40,000 (1)	20½	25	28	35	41½	46½	53½	57½	64	231	67
	(2)	26	31	34	41½	47½	52	59½	64	67	191	67
Rice flour (Item 2217)	24,000 (1)	18½	24	26½	32½	37	43	44½	44½	44½	126	44½
	(2)	24½	29½	33	38½	43	44½	44½	44½	44½	101	44½
Car wheels, axles and trucks, car and locomotive parts, semaphores and track material (Item 3080)	40,000 (1)	12	14½	17	20½	24	26½	30½	33½	33½	171	33½
	(2)	15½	17½	20½	23	26½	29½	33½	33½	33½	146	33½
Sewer pipe, drain tile, vitrified wall coping, clay conduit pipe, concrete pipe, concrete sewer tile and reinforced concrete pipe (Item 2225)	36,000 (1)	9	12	14	17	20½	23	25	27½	30½	231	32½
	(2)	12	15½	17	20½	23	26	28	30½	32½	191	32½
Clay or vitrified conduits, flue lining, hollow building tile, chimney pipe, fire clay and fire brick in mixed carload with articles first above (Item 2225)	30,000 (1)	9	12	14	17	20½	23	25	27½	30½	231	32½
	(2)	12	15½	17	20½	23	26	28	30½	32½	191	32½
Soda ash, sal soda, monohydrate or sesqui carbonate (Intrastate only) (Item 3607)	50,000 (1)	18½	24	26½	32½	37	43	48½	48½	48½	146	48½
	(2)	24½	29½	33	38½	43	48½	48½	48½	48½	121	48½
Soda, chloride of lime, potash, salt cake, saltpetre, bicarbonate of soda, bisulphate of soda, carbonating soda, caustic soda solution, hyposulphite of soda, silicate of soda, sulphate of soda, sulphite of soda (Item 2235)	36,000 (1)	18½	24	26½	32½	37	43	48½	53½	59½	241	64
	(2)	24½	29½	33	38½	43	49	55	59½	64	201	64
Starch (Item 2240)	40,000 (1)	18½	24	26½	32½	37	43	48½	53½	59½	231	63½
	(2)	24½	29½	33	38½	43	49	55	59½	62½	191	63½
Cotton	Any Quantity	28	35	43	55	64½	68	71½	74½	80	211	80

COMMODITIES	Minimum Weight Lbs.		For 20 Miles	For 35 Miles	For 50 Miles	For 75 Miles	For 100 Miles	For 125 Miles	For 150 Miles	For 175 Miles	For 211 Miles	Distance at which Maximum Rate is Reached	Maximum Rate
Stone and granite, figured or lettered.	36,000	(1)	14	17	19	24	27½	31	35	38½	43	201	43
(Item 2243)		(2)	18½	21	24	28	32½	36	39½	43	43	171	43
Stove pipe iron and stove pipe, seams open	36,000	(1)	18½	24	26½	32½	37	43	48½	53½	59½	276	67
(Item 2245)		(2)	24½	29½	33	38½	43	49	55	59½	65½	221	67
Tin and taps	24,000	(1)	24½	29½	33½	40	47½	54	61	67	73½	278	83½
(Item 2255)		(2)	32½	36½	41½	48	55	61	69	74½	81½	221	83½
Vinegar	30,000	(1)	12	14½	17	20½	24	26½	30½	33½	37	351	45½
(Item 2258)		(2)	15½	17½	20½	23	26½	29½	33½	36½	40	301	45½
Vans, buggy and auto bodies, seats, cut backs, wheels, gears, bows, pole and shafts, in the white	30,000	(1)	20½	25	28	35	41½	46½	53½	57½	64	301	74½
(Item 2265)		(2)	26	31	34	41½	47½	52	59½	64	70	241	74½
Vans wood, plow beams, and handles, bent felloes, in the rough, sawed to dimension	36,000	(1)	15½	20½	22	26½	31	36	40	44½	45½	181	45½
(Item 2280-A)		(2)	21	26	28	33	37	42	45½	45½	45½	141	45½
Vans material, wood, in the rough or partly or wholly finished, not sawed	30,000	(1)	20½	25	28	35	41½	46½	50½	50½	50½	136	50½
(Item 2270)		(2)	26	31	34	41½	47½	50½	50½	50½	50½	111	50½
Petroleum asphalt	30,000	(1)	12	14½	17	20½	24	26½	30½	30½	30½	148	30½
(Item 3000-D)		(2)	15½	17½	20½	23	26½	29½	30½	30½	30½	126	30½
Cartridges, paper or metallic, shells loaded, small arms	30,000	(1)	24½	29½	33½	40	47½	54	61	67	73½	221	76
(Item 3010)		(2)	32½	36½	41½	48	55	61	69	74½	76	181	76
Paper bags and wrapping paper	36,000	(1)	18½	24	26½	32½	37	43	48½	53½	59½	276	67
(Item 3105) (Intrastate only)		(2)	24½	29½	33	38½	43	49	55	59½	65½	221	67
Paper, news print (Intrastate only)	36,000	(1)	18½	24	26½	32½	36	36	36	36	36	91	36
(Item 7125)		(2)	24½	29½	33	36	36	36	36	36	36	61	36
Binder twine (Intrastate only)	24,000	(1)	20½	25	28	35	41½	46½	50	50	50	136	50
(Item 7130)		(2)	26	31	34	41½	47½	50	50	50	50	111	50
Tin and sheet iron articles	18,000	(1)	24½	29½	33½	40	47½	54	61	67	73½	221	74½
(Item 7135) (Intrastate only)		(2)	32½	36½	41½	48	55	61	69	74½	74½	171	74½
Chocolate raw material, chocolate coatings and liquors	30,000	(1)	38	41½	47½	50½	50½	50½	50½	50½	50½	56	50½
(Item 7140) (Intrastate only)		(2)	45½	50½	50½	50½	50½	50½	50½	50½	50½	26	50½
Wire and nails (Intrastate only)	30,000	(1)	18½	24	26½	32½	37	38½	38½	38½	38½	101	38½
(Item 7145)		(2)	24½	29½	33	38½	38½	38½	38½	38½	38½	71	38½
Baskets and hampers, fruit, melon and vegetable (Intrastate only)	24,000	(1)	15½	20½	22	26½	31	36	38½	38½	38½	131	38½
(Item 7150)		(2)	21	26	28	33	37	38½	38½	38½	38½	101	38½
Baskets, fruit, melon or vegetable	14,000	(1)	15½	20½	22	26½	31	36	38½	38½	38½	131	38½
(Item 7150) (Intrastate only)		(2)	21	26	28	33	37	38½	38½	38½	38½	101	38½
Common table glassware, value $5.00 per 100 pounds (Intrastate only)	24,000	(1)	24½	29½	33½	40	47½	54	61	65½	65½	171	65½
(Item 7155)		(2)	32½	36½	41½	48	55	61	65½	65½	65½	136	65½
Cotton	Any Quantity		28	35	43	55	64½	68	71½	74½	80	211	80

Rates are in cents per 100 pounds unless otherwise specified.
(1) Single line rates.
(2) Joint line rates.
(3) Applicable on Texas Intrastate Traffic only.
(4) Maximum rate on sum of the commodities on Texas Intrastate Traffic only is 48½ cents.
(5) Joint rates as shown applicable on Texas Intrastate Traffic only.

[fol. 59]

Exhibit A-104

Statement Showing Number of Cars of Concentrated and Transit Cotton forwarded from the Compress Points Shown Below to the Texas Ports During the Months of September, October, and November, 1924, Average Car Loading, Number of Consignees, Number of Cars Handled at Mixed Platforms at Destination, and the Number of Cars Delivered Direct to Consignees

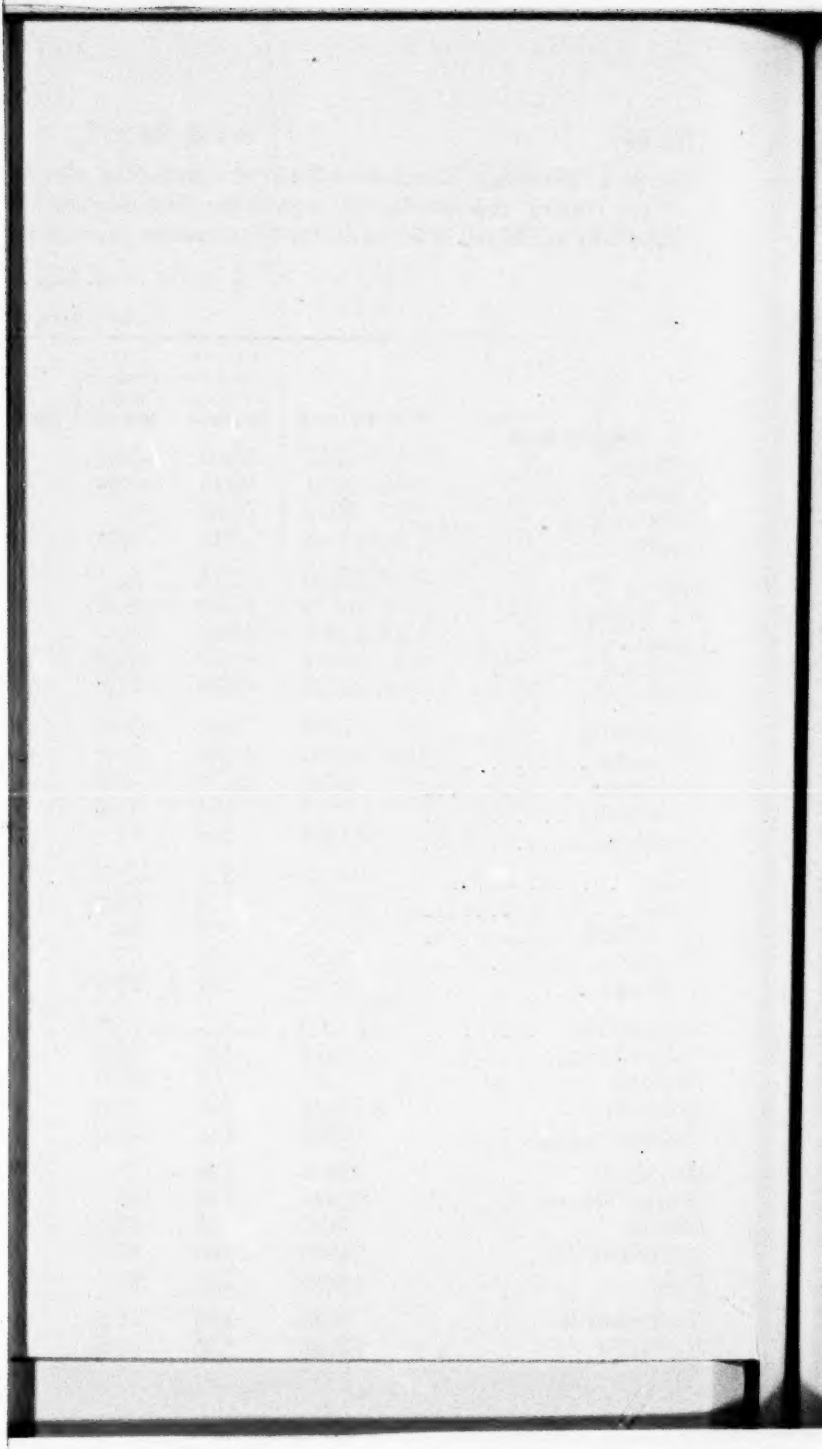
I. C. C. Docket Nos. 14940, 13991 and 11965

	Concentrated cotton						Transit cotton					
Compress point	No. bales	No. cars	Average bales per car	No. consignees	No. cars handled at mixed platform	No. cars delivered direct to consignee	No. bales	No. cars	Average bales per car	No. consignees	No. cars handled at mixed platform	No. cars delivered direct to consignee
Abilene	6785	103	66#	129	19	84	12483	207	60	249	83	124
Athens	8571	115	74#	135	17	98	4593	70	65#	141	51	19
Brownwood	5994	80	75	102	20	60	9291	139	67	252	84	55
Brady	15208	215	70#	246	25	190	5451	89	61#	165	47	42
Bryan	22590	313	72	319	5	308	1462	26	56	33	7	19
Big Spring	10674	149	71#	165	15	134	1822	33	55	51	19	14
Cuero	25096	338	74	390	47	291	5026	71	70#	90	27	44
Cameron	23667	345	65#	351	6	339	15378	240	64	278	33	207
Cleburne	20426	298	68#	412	100	198	11542	193	59#	325	106	87
Clarksville	21308	265	80#	291	24	241	3550	50	71	62	7	43
Colorado	10910	166	65#	155	7	159	6437	113	56#	182	58	55
Corsicana	4676	50	93#	58	8	42	9398	139	67#	263	76	63
Chillicothe	6978	114	61#	123	9	105	1757	34	51#	54	18	16
Childress	14398	200	71	232	27	173	4229	66	62#	96	29	37
Dallas	28068	327	85#	349	25	302	18600	260	70	378	103	157
Ennis	10264	154	66#	164	10	144	4560	70	65	92	20	50
Ft. Worth	17470	203	86	220	17	186	18111	255	71	461	141	114
Gilmer	3856	61	63	72	7	54	134	2	67	2	0	2
Giddings	6954	111	62#	122	1	110	848	16	53	16	0	16
Gainesville	35260	471	75#	486	13	458	8229	128	64#	146	15	113
Gatesville	9618	158	60#	200	35	123	11735	199	57	308	87	112
Garland	5485	79	69#	86	7	72	4384	65	67#	84	18	47
Greenville	36841	556	66#	641	80	476	71483	1076	66#	1464	382	694
Hubbard	6861	115	59#	125	10	105	2008	45	44#	63	18	27
Hearne	22625	286	79	300	14	272	9161	128	71	257	105	23
Honey Grove	22078	324	68	362	38	286	5366	97	55#	150	44	53
Hamlin	6107	96	63#	119	17	79	19757	336	58	497	159	177
Hillsboro	22800	350	65	393	40	310	17092	267	64	430	152	115
Italy	13345	205	65	223	15	190	14362	214	67#	427	156	58
Jacksonville	8824	124	70#	122	4	120	11764	189	62	287	82	107
Kennedy	15750	230	67#	244	14	216	15359	249	61#	300	60	189
Kaufman	8986	122	73#	143	17	105	8523	126	67#	202	64	62
Longview	9749	130	75	147	14	116	3708	56	66#	86	29	27
Paris	33247	460	72#	518	58	402	12978	187	69#	273	82	105
Quanah	7446	98	76#	133	23	75	15815	227	69#	415	152	75
Rule	2104	90	70	39	6	24	1079	151	71#	272	90	61
Sherman	[illegible]											

FOLD OUT IS TOO LARGE TO BE FILMED

...1 and 11965

Compress point	No. bales	No. cars	Average bales per car	No. consignees	handled at mixed platform	delivered direct to consignee	Transit cotton: No. bales	No. cars	Average bales per car	No. consignees	No. cars handled at mixed platform	No. cars delivered direct to consignee
Abilene	6785	103	66#	129	19	84	12483	207	60	249	83	124
Athens	8571	115	74#	135	17	98	4593	70	65#	141	51	19
Brownwood	5994	80	75	102	20	60	9291	139	67	252	84	55
Brady	15208	215	70#	246	25	190	5451	89	61#	165	47	42
Bryan	22590	313	72	319	5	308	1462	26	56	33	7	19
Big Spring	10674	149	71#	165	15	134	1822	33	55	51	19	14
Cuero	25096	338	74	390	47	291	5026	71	70#	90	27	44
Cameron	23667	345	65#	351	6	339	15378	240	64	278	33	207
Cleburne	20426	298	68#	412	100	198	11542	193	59#	325	106	87
Clarksville	21308	265	80#	291	24	241	3550	50	71	62	7	43
Colorado	10910	166	65#	155	7	159	6437	113	56#	182	58	55
Corsicana	4676	50	93#	58	8	42	9398	139	67#	263	76	63
Chillicothe	6978	114	61#	123	9	105	1757	34	51#	54	18	16
Childress	14398	200	71	232	27	173	4229	66	62#	96	29	37
Dallas	28068	327	85#	349	25	302	18600	260	70	378	103	157
Ennis	10264	154	66#	164	10	144	4560	70	65	92	20	50
Ft. Worth	17470	203	86	220	17	186	18111	255	71	461	141	114
Gilmer	3856	61	63	72	7	54	134	2	67	2	0	2
Giddings	6954	111	62#	122	1	110	848	16	53	16	0	16
Gainesville	35260	471	75#	486	13	458	8229	128	64#	146	15	113
Gatesville	9618	158	60#	200	35	123	11735	199	57	308	87	112
Garland	5485	79	69#	86	7	72	4384	65	67#	84	18	47
Greenville	36841	556	66#	641	80	476	71483	1076	66#	1464	382	694
Hubbard	6861	115	59#	125	10	105	2008	45	44#	63	18	27
Hearne	22625	286	79	300	14	272	9161	128	71	257	105	23
Honey Grove	22078	324	68	362	38	286	5366	97	55#	150	44	53
Hamlin	6107	96	63#	119	17	79	19757	336	58	497	159	177
Hillsboro	22800	350	65	393	40	310	17092	267	64	430	152	115
Italy	13345	205	65	223	15	190	14362	214	67#	427	156	58
Jacksonville	8824	124	70#	122	4	120	11764	189	62	287	82	107
Kennedy	15750	230	67#	244	14	216	15359	249	61#	300	60	189
Kaufman	8986	122	73#	143	17	105	8523	126	67#	202	64	62
Longview	9749	130	75	147	14	116	3708	56	66#	86	29	27
Paris	33247	460	72#	518	58	402	12978	187	69#	273	82	105
Quanah	7446	98	76#	133	23	75	15815	227	69#	415	152	75
Rule	2104	90	70	39	6	24	1079	151	71#	272	90	61
Sherman	7293	126	57#	136	10	116	22620	408	55#	508	106	302
Stamford	11032	168	65	204	36	132	21944	361	60#	566	177	184
Sulphur Spgs.	12904	194	66#	209	15	179	5677	94	60	133	39	55
Waco.	33626	440	76#	473	29	411	25036	341	73	484	129	212
Total	595874	9269	72#	9929	884	7485						



[fol. 60] **Exhibit No. A-105, Pecote**

Record of Flat Cotton Moving Into Interior Compresses During Months of September, October, and November, 1924

Compresses	Total bales	Total cars	Average per car
Athens	8,817	342	25
Abilene	37,739	1,717	22
Brownwood	51,660	1,672	30
Brady	16,373	686	23
Bryan	13,446	488	27
Big Springs	3,527	141	25
Corsicana	25,223	960	26
Childress	5,816	225	25
Cuero	22,571	690	32
Colorado	10,576	381	27
Dallas	78,630	2,757	28
De Leon	14,812	609	24
Dublin	3,562	133	26
Ennis	5,422	225	24
Ft. Worth	96,632	3,315	23
Greenville	135,972	4,470	30
Gainesville	74,632	2,603	28
Gatesville	16,309	558	29
Giddings	13,858	567	24
Hubbard	6,981	237	25
Hamlin	22,078	913	24
Honey Grove	17,200	648	26
Hearne	28,168	977	28
Hillsboro	38,934	1,448	26
Italy	31,160	1,046	30
Jacksonville	16,939	605	28
Kaufman	12,508	483	25
Longview	9,867	372	26
Paris	44,342	1,659	27
Quanah	23,417	790	30
Rule	18,457	669	27
Stamford	42,706	1,404	30
Sulphur Springs	17,661	715	24

Compresses	Total bales	Total cars	Average per car
Sherman	27,924	1,043	26
Wichita Falls	46,602	1,746	26
Waco	47,037	1,747	26 plus
Total	1,027,553	37,998	27
Average bales per car			27

(Here follows Exhibit No. A-106, marked side folio page 61)

[fol. 61]

Exhibit

I. C.

Rates on Cotton to Liverpool, England, to and Throu

From		Rate to port, shipside delivery			Ocean
		To New Orleans	To Savannah	Difference in favor N. O.	From N Orlean
Memphis,	Tenn....	81½	93	11½	65
West Memphis,	Ark.....	81½	99	17½	65
Earle,	"	87	99½	12½	65
Forrest City,	"	92	100½	8½	65
Blytheville,	"	92	100½	8½	65
Jonesboro,	"	92	100½	8½	65
Hoxie,	"	92	100½	8½	65
Newport,	"	92	100½	8½	65
Batesville,	"	97	102	5	65
Cotter,	"	97	102	5	65
Little Rock,,	"	92	102	10	65
Pine Bluff,	"	92	102	10	65
Arkadelphia,	"	92	102	10	65
Camden,	"	92	102	10	65
Eldorado,	"	92	102	10	65
Merrillton,	"	98½	107	8½	65
Ft. Smith,	"	101½	112	10½	65

Tariffs:

Glenn's Port Cotton Tariff 15-A I. C. C. A-525 (From Me
Mo. P. R. R. Tariff 215-L I. C. C. A-6572.
Cri. & P. R. R. Tariff 25600-M I. C. C. C-11518.
Frisco Ry. Tariff 4-V I. C. C. 8605.

NOTE.—Based on value of 20 cents per lb. which is $100.00
not included in above computation. Insurance rate is from Ne
valuation $100.00 per bale this is difference of 5 cents per bale o

(a) Cotton moving on through export bills of lading fro
11 cents under Gulf ports. This 11 cents' differential applies w
in Memphis territory.

New Orleans, La., June 1st, 1926.

*Rates shown via New Orleans include one cent (1¢) added to cover diffe

Exhibit No. A-106, Witness Mitchell

I. C. C. Dockets 13991, 14940

on Cotton to Liverpool, England, to and Through New Orleans, La., versus Savannah, Ga., in Cents per 100 Pounds

	Rate to port, shipside delivery			Ocean rate from port to Liverpool, England			Difference in insurance costs in favor Savannah (Note)	Total through			
										Difference	
	To New Orleans	To Savannah	Difference in favor N. O.	From New Orleans	From Savannah	Difference in favor Savannah		*Via New Orleans	Via Savannah	In favor of New Orleans	In favor Savannah
Tenn....	81½	93	11½	65	54	(a) 11	.01	147½	147	...	½
, Ark.....	81½	99	17½	65	57½	7½	.01	147½	156½	9	...
"	87	99½	12½	65	57½	7½	.01	153	157	4	...
"	92	100½	8½	65	57½	7½	.01	158	158	...	...
"	92	100½	8½	65	57½	7½	.01	158	158	...	...
"	92	100½	8½	65	57½	7½	.01	158	158	...	...
"	92	100½	8½	65	57½	7½	.01	158	158	...	...
"	92	100½	8½	65	57½	7½	.01	158	158	...	...
"	97	102	5	65	57½	7½	.01	163	159½	...	3½
"	97	102	5	65	57½	7½	.01	163	159½	...	3½
"	92	102	10	65	57½	7½	.01	158	159½	1½	...
"	92	102	10	65	57½	7½	.01	158	159½	1½	...
"	92	102	10	65	57½	7½	.01	158	159½	1½	...
"	92	102	10	65	57½	7½	.01	158	159½	1½	...
"	92	102	10	65	57½	7½	.01	158	159½	1½	...
"	98½	107	8½	65	57½	7½	.01	164½	164½	...	...
"	101½	112	10½	65	57½	7½	.01	167½	169½	2	...

riffs:

Port Cotton Tariff 15-A I. C. C. A-525 (From Memphis).
R. R. Tariff 215-L I. C. C. A-6572.
P. R. R. Tariff 25600-M I. C. C. C-11518.
Ry. Tariff 4-V I. C. C. 8605.

—Based on value of 20 cents per lb. which is $100.00 per bale. All shippers insure for 10% over actual market value but this is in above computation. Insurance rate is from New Orleans 72.5 cents and from Savannah 67.5 cents per $100.00 valuation. At 0.00 per bale this is difference of 5 cents per bale or 1 cent per 100 lbs. in favor Savannah (Based on 500 lbs. per bale).

tton moving on through export bills of lading from Memphis is accord- rates from South Atlantic ports to all European ports r Gulf ports. This 11 cents' differential applies whether cotton originates Memphis proper or is concentrated there from points territory.

leans, La., June 1st, 1926.

own via New Orleans include one cent (1¢) added to cover difference in insurance New Orleans versus Savannah as shown in preceding column.

[fol. 62]

Exhibit No. A-107, Witness Lackenberg

ANALYSIS OF DELIVERIES COTTON FROM THE PUBLIC COTTON WAREHOUSE, NEW ORLEANS, LA.

Entry	Disposition — Delivery	Number of Bales Delivered 1925-26 (1)	1924-25 (2)	1923-24 (2)	1922-23 (2)
1	Export by drays	87515	86769	66949	62274
2	Export by cars	235419	163027	72821	64647
3	Export-warehouse wharf	25773	164590	179906	49995
4*	Morgan Line, drays	3408	7131	2516	(a)
5*	Morgan Line, cars	22829	44326	32664	(a)
6	Line Movement-drays	4920	3841	1432	(b) 35579
7	Line Movement-cars	46114	66879	32451	(b) 25716
8	Local Mills	18888	21316	15967	(a)
9	Total out by Vessel (Total of entries 1, 2, 3, 4, 5)	374944	465843	354856	(c)176916
10	Total of all del'd	444866	557879	404706	238211
11	Percentage out over warehouse wharf to total out by vessel. (Percent of entry 3 to entry 9)	6.87%	35.33%	50.70%	(d)28.26%
12	Percentage out over warehouse wharf to total of all cotton del'd. (% of entry 3 to entry 10)	5.79%	29.52%	44.45%	20.98%

*Coastwise Movement.

(1) Aug. 1st, 1925, to April 30th, 1926, inc.
(2) Cotton Season Aug. 1st one year to July 31st, the next.

(a) Cannot give figures for this movement as same not segregated season 1922-23, but included in figure shown in entries 6 and 7 (See "(a)")
(b) Shown in warehouse report as "Domestic Shipments" and includes all movement out season 1922-23, except export, without segregation. In other words embraces entries 4, 5, 6, 7, and 8.
(c) Total export movement only (entries 1, 2, and 3) unable to include coastwise movement. See "(a)" and "(b)".
(d) Percentage to total export only. Percentage would be reduced if total (entry 9) included coastwise. See "(c)". Coastwise movement would not be over warehouse wharf.

June 1st, 1926.

[fol. 63]

Exhibit A-118

I. C. C. Docket No. 14940

Comparison of Rates, in Cents per 100 Pounds, on Cotton, Showing Relative Standing of Concentrators under Present One-rate Plan and Proposed Two-rate Plan

Originating Van Alstyne, Texas, and handled as below	Concentration	Rates necessary and actually applied to effect shipside delivery	
		Under present 2-rate plan	Under present 1-rate plan
Compressed in transit at McKinney, Texas, and concentrated at Dallas; reshipped to shipside on thru export B/L or local B/L for export.	First at Dallas.	83.5	83.5

Compressed in transit at McKinney, Texas, and concentrated at port in shipside or water front warehouse.	First at Water-front Warehouse.		80			83.5	
Compressed in transit at McKinney, Texas and concentrated at port—back from water front, moved thence to ship.	First at Warehouse back of Water-front.		80 Plus 3.5 83.5			83.5	
Concentrated and compressed at McKinney; again concentrated at Dallas and reshipped to shipside on thru export B/L or Local B/L for export.	Second at Dallas.		83.5 Plus 3.5 87.0	Sec. Conc. Chg.		83.5 Plus 3.5 87.0	Sec. Conc. Chg.
Concentrated and compressed at McKinney, and again concentrated at port in shipside of water front warehouse.	Second at Water-front Warehouse.		80			83.5	
Concentrated and compressed at McKinney; again concentrated at port—back from water front and moved thence to shipside.	Second at Warehouse back of Water-front.		80 Plus 3.5 83.5	Either Drayage or Sec. Conc. Charge		83.5 Plus 3.5 87.0	Either Drayage or Sec. Conc. Charge

Authority for Rates: Texas Lines Tariff No. 17-D, A. C. Fonda's I. C. C. No. 135, and Texas Lines Tariff No. 50, A. C. Fonda's I. C. C. No. 166.

Also Southern Pacific Lines Tariff No. 736-A, G. H. & S. A. Ry. I. C. C. No. 1546.

Exhibit No. A-119

I. C. C. Docket No. 14940

Cotton Rates, in Cents per 100 Pounds, Showing Relative Standing of Concentrators in Cases Where Compresses are Passed

Originating Van Alstyne, Texas and handled as below:	Rates Necessary and Actually Applied to effect Shipside Delivery Under 2-Rate Plan	Under 1-Rate Plan
Passing compress at McKinney, Texas and compressed and concentrated at Dallas, Texas, reshipped to shipside on thru export B/L or local B/L for export.	83.5 Plus 12.0 Penalty 95.5	83.5 Plus 12. Penalty 95.5
Passing compress at McKinney, Texas and all other intermediate presses and concentrated and compressed at port in shipside or water front warehouse.	80 (No Penalty)	83.5 Plus 12. Penalty 95.5
Passing compress at McKinney, Texas and other intermediate compresses, concentrated and compressed at port in back from water front warehouse, moved thence to shipside.	80 Plus 3.5 Drayage 83.5	83.5 Plus 12. Penalty 95.5

Authority for rates and penalty: A. C. Fonda's I. C. C. Nos. 135 and 166, also G. H. & S. A. Ry. I. C. C. No. 1546.

Authority for 12 cent penalty: Item 6-D, A. C. Fonda's I. C. C. No. 166.

[fol. 65] **Exhibit No. A-120, Witness I. M. Griffin**

I. C. C. Docket No. 14940. R. R. C. of Texas Docket No. 2256

Showing the transportation costs of a bale of cotton, weighing 525 pounds, to reach shipside at Houston and Galveston, when handled at warehouses and compresses at the ports and when shipped direct from interior Texas common points, all costs exclusive of intraplant service costs and wharfage and under rules and rates as now in effect and comparative with one rate for all deliveries, as per I. C. C. order in Docket No. 14940.

At Houston, Texas, and from Interior

First concentration either at port or in the interior, costs per bale to shipside are as follows (Texas common point rail rate 80¢ per 100 pounds):

No. 1. Waterfront Plants that can Effect Direct Shipside Delivery Without Switching or Drayage

At Present Basis, Texas Common Point Rate 80¢ per 100 pounds		Under One-rate Plan Basis, Proposed Rate 83¢ per 100 Pounds, Texas Common Points for All Deliveries	
1 bale 525# @ 80¢ (Common point intrastate rate)	$4.20	1 bale 525# @ 83¢	$4.3575
Less 525# @ 1¢ unloading allowance	.0525	Less 525# @ 1¢ unloading allowance	.0525
Net	4.1475	Net	4.3050

No. 2. Shipment from Interior Common Points to Shipside

1 bale 525# @ 83½¢	4.3837	1 bale 525# @ 83¢	4.3575

No. 3. Back from the Waterfront Plants. Delivery from Plants to Shipside made by Switching Service (Standard Compressed) and Contract Unloading

1 bale 525# @ 80¢	4.20	1 bale 525# @ 83¢	4.3575
Less 525# @ 1¢ unloading allowance	.0525		
Net	4.1475		
Plus switching 73 bales ($8.10 per car) Average per bale	.1110		
Topping 20 bales @ 10¢ per bale	.0274		
Unloading from cars and delivery to ship at shipside	.0400		
	4.3259		

No. 4. Back from the Waterfront. (High Density Bales.) Delivery from Plants to Shipside Made by Switching Service and Contract Unloading

1 bale 525# @ 80¢	4.20	1 bale 525# @ 83¢	4.3575
Less 525# @ 1¢ unloading allowance	.0525		
Net	4.1475		
Plus switching 100 bales ($8.10 per car)			

Average per bale ...	.0610
Topping 25 bales @ 10¢ per bale	.0250
Unloading from cars and delivery to ship at shipside	.0400
	4.2935

No. 5. Waterfront Plants That Cannot Effect Direct Shipside Delivery, but can Make Delivery to Barges on the Waterfront

1 bale 525# @ 80¢	4.20	1 bale 525# @ 83¢	4.3575
Less 525# @ 1¢ unloading allowance	.0525		
Net	4.1475		
Plus barge charge, per bale	.1700		
	4.3175		

[fol. 66] In the above computations, the average bales per car (73 standard and 100 high density) were arrived at and the average number of bales topped were obtained, by taking the maximum average loading of cars 36 feet in length and cars 40 feet in length, as cars of these two lengths are about evenly distributed in transportation service.

The above costs of delivery by switching service or barges from warehouses at Houston that do not effect shipside delivery are only the added transportation charges and do not include any costs or charges for intraplant service in taking the cotton out of stock and loading it into cars, or delivery to barges. Such costs would be in addition to the costs of delivery by switch service or barges as shown above.

NOTE.—On that percentage of cotton that has been concentrated once in the interior and is unloaded at warehouses at the port that cannot effect direct shipside delivery, but must use cars, barges or drays for delivery to shipside, if refund of costs of delivery to shipside is claimed, there would be, under the present rules, as per Texas Lines Tariff 29-C, I. C. C. 190, a penalty charge of 3½¢ per 100 pounds in addition to the above costs as shown in Items Nos. 3, 4, 5, and 6.

Very little cotton is concentrated a second time in the interior. Based on one free concentration in the interior

and or at the ports, the above referred to penalty would not apply.

On account of long distance at Houston, very little cotton is delivered by dray from back of the waterfront plants to shipside.

Galveston, Texas

The situation at Galveston, Texas, is the same as at Houston, Texas, except with respect to delivery from back of the waterfront plants that cannot effect shipside delivery, the difference being that all deliveries are made by dray from such plants to shipside at Galveston and the costs would be as follows:

No. 6

Back from the Waterfror

At Present

Under One-Rate Plan

1 bale 525# @ 80¢	$4.2000	1 bale 525# @ 83¢	$4.3575
Less 525# @ 1¢ unloading allowance	.0525		
	4.1475		
Plus 18¢ to 20¢ per bale drayage	.1800		
	4.3275		

The rates from the interior to shipside are any quantity, while the switching rates are basis carload, consequently, the back from the waterfront plants are compelled to have [fol. 67] maximum carload quantities to make shipside delivery at Houston on basis of the costs shown above. With less number of bales per car than shown in exhibit, the cost per bale of switching would be increased. Likewise, a higher switching rate than $8.10 per car would increase the cost per bale of switching. When total cost per bale of delivery to shipside, including unloading from cars at shipside, exceeds 18-3/8¢, the shipper requiring further transportation service by switching to effect delivery to shipside will exercise the transit privilege where no penalties are involved.

[fol. 68] **Exhibit No. A-122, Witness I. M. Griffin**

I. C. C. Docket No. 14940. R. R. C. of Texas Docket No. 2256

Item 412-A, page 5, Supplement No. A to Texas lines Tariff 17-D, I. C. C. 135

Effective July 28, 1924, in Supplement A (R. C. T. Cir. No. 6274-S, 4547, 5795, and 6031)

Unloading Charges at Galveston, Houston, Texas City, Beaumont, Orange, or Port Arthur, Texas

On cotton originating in Texas and billed to Houston, Galveston, Texas City, Beaumont, Orange or Port Arthur, the line or lines participating in the transportation shall assume the cost, not exceeding one (1) cent per 100 pounds, of unloading at compresses or warehouses within the switching limits of Houston, Galveston, Texas City, Beaumont, Orange or Port Arthur, where no concentration privilege is taken at such billed destination, the rail carriers' service having ended with the unloading of the cotton at such compress or warehouse, payment to be made upon receipt of bills for cost of such service supported by the original inbound expense bills. (See Note.)

Note.—Where cotton is compressed at such destinations at the expense of the rail carrier, the unloading charge at such compresses is included in the compress allowance.

Item 140, Page 15, Texas Lines Tariff No. 29-C, I. C. C. 190

Unloading Charges at Houston, Texas (S. 4547)

On cotton originating outside the state of Texas, the Beaumont, Sour Lake & Western Ry., Galveston, Harrisburg & San Antonio Ry., Gulf Colorado & Santa Fe Railway, Houston & Texas Central R. R., Houston East & West Texas, Ry., International-Great Northern Railroad, Missouri-Kansas-Texas Railroad of Texas, St. Louis, Brownsville & Mexico Ry., Texas & New Orleans R. R., or Trinity & Brazos Valley Railway will assume the cost, not exceeding one (1) cent per 100 pounds, of unloading at compress and warehouses within the switching limits of Houston, where no concentration privilege is taken at Houston, the rail carriers' service having ended with the unloading of cotton at such compresses or warehouses. Payment will

be made upon receipt of bills for cost of such service supported by the original inbound expense bills.

NOTE 1.—Where cotton is compressed at Houston at expense of the rail carrier, the unloading charge at Houston compresses is included in the compress allowance.

NOTE 2.—Cost of unloading cotton will not be assumed by the carriers when handled at carload rates.

Item 145, Page 15, Texas Lines Tariff No. 29-C, I. C. C. 190

Unloading Charges at Galveston and Texas City, Texas
(S. 4547)

On cotton originating outside the State of Texas, the carriers will assume the cost, not exceeding one (1) cent per 100 pounds, of unloading at compresses and warehouses within the switching limits of Galveston or Texas City, where no concentration privilege is taken at these points, the rail carriers' service having ended with the unloading [fol. 69] of Cotton at such compresses or warehouses. Payment will be made upon receipt of bills for cost of such service supported by the original inbound expense bills.

NOTE 1.—Where Cotton is compressed at Galveston or Texas City at expense of the rail carrier, the unloading charge at compresses at the points is included in the compress allowance.

NOTE 2.—Cost of unloading Cotton will not be assumed by the carriers when handled at carload rates.

[fol. 70] **Exhibit No. A-124**

I. C. C. No. 105 (Cancels I. C. C. No. 98)

Only one supplement to this tariff will be in effect at any time. This tariff will be reissued effective on or before November 8, 1926.

W. P. Emerson, Agent and Attorney for Issuing Carriers Listed on Page 1 as Participating under Power of Attorney FX1

Freight Tariff 4-B (Cancels Freight Tariff No. 4-A)

Joint Demurrage, Storage, and Handling Charges Tariff, Containing Demurrage, Storage and Handling Charges and Rules, and Rules for Handling Cotton and Cotton Linters

Applying At

Algiers, La.; Amesville (Marrero), La.; Anchorage (T. & P. RY), La.; Avondale, La.; Baton Rouge, La.; Bogarts, La.; Destrehan, La.; Export Oil Spur, La.; Good Hope, La.; Gouldsboro, La.; Gretna, La.; Harahan, La.; Harvey, La.; Marrero, La.; Maryland, La.; Meraux, La.; New Orleans, La.; Norco, La.; North Baton Rouge, La.; Port Chalmette, La.; St. Rose, La.; Scotland, La., Waggaman, La.; Westwego, La.

NOTE.—Southern Classification referred to herein is Southern Classification No. 47, Agent E. H. Dulaney's I. C. C. No. 19 supplements thereto of successive issues thereof.

Issued April 3, 1926. Effective May 8, 1926 (Except as Noted in Individual Items)

Issued by W. P. Emerson, Agent, New Orleans, La.

Communications regarding rates published herein should be addressed to traffic officials named on page 1 hereof.

[fol. 71] Rules for Handling Compressed Cotton and Compressed Cotton Linters in Bales

Item No. 19

Section 1. Six cents per square bale* will be charged consignees or owners for ranging, turning down and heading cotton and cotton linters for the purpose of sampling and marking. A like amount additional will be charged each time this service is performed.

Section 2. It is understood that the receipt given to the railroad when the cotton and cotton linters are turned down and ranged shall be binding upon the owner or owners, and shall establish delivery.

Section 3. The cotton and cotton linters will be allowed to remain in the yards or on the premises of the railroad, as a matter of convenience to consignee or owner, under the following terms, and storage charges as provided herein will be assessed:

(a) On Domestic Shipments.—Four working days from date of arrival and notice to consignee without charge.

(b) On Export and Coastwise Shipments.—Seven working days from date of arrival and notice to consignee without charge. (Applies when Terminal Agent is advised within forty-eight hours after notice of arrival that Cotton and Cotton Linters is for export or coastwise movement).

(c) After expiration of free time as shown in paragraphs (a) and (b), the charges on Domestic, Export and Coastwise Shipments will be as follows:

For 2 days and under	5 cents per bale
For 6 days and over 2 days	10 cents per bale
For 11 days and over 6 days	20 cents per bale
For 16 days and over 11 days	25 cents per bale
For 26 days and over 16 days	30 cents per bale

After 26 days, one (1) cent per bale per day additional.

(d) The railroad reserves the right at the end of thirty days from time of arrival to remove and store at the expense and risk of consignee or owner in a public warehouse.

(e) # Any expense for tarpaulins and skids, when such are necessary, shall be borne by consignee or owner.

(f) So far as practicable, it is understood that the railroad will respect the wishes of owners as to place of storage, provided such written requests, naming the place or places of storage, are in the hands of the carrier when the Cotton and Cotton Linters are to be stored; otherwise, the place of storage will be selected by the railroad.

(g) The term "working day" herein used shall be understood to mean all days except Sundays and legal holidays, and except as otherwise provided in paragraphs (h) and (i).

(h) When the condition of the weather during the prescribed free time is such as to make impossible to remove the Cotton or Cotton Linters from railroad premises without serious injury to the freight, the free time shall be extended on domestic shipments until of four (4) days, and on export and coastwise shipments until a total of seven

(7) days, free from such weather interference shall have been allowed. (See Note).

(i) When, because of high water, it is impossible to remove the Cotton and Cotton Linters from railroad premises during the prescribed free time. (See Note.)

NOTE.—Paragraphs (h) and (i) shall not absolve a consignee from liability for storage if others similarly situated and under the same conditions are able to remove freight.

Section 4. After having been turned down and ranged, rejections and cotton and cotton linters under arbitration must be reheaded at once and removed within twenty-four hours, or the railroad will store in public warehouse at owner's expense.
[fol. 72] So far as practicable, the railroad will respect the wishes of owners as to place of storage of such cotton and cotton linters under same conditions and circumstances as referred to in Section 3, Paragraph (f).

Section 5. It is understood that the cotton men agree to enforce the rule in buying cotton and cotton linters in the interior—that not exceeding 100 bales shall be embodied under one mark and not more than one mark shall be included in one bill of lading; and the railroad agrees to use every reasonable effort to enforce this rule.

Section 6. It is understood that, if there should be discrepancies in marks, as shown on notices of arrival to consignees, as compared with marks shown on bills of lading, and the notices are accepted by the consignees without the attention of the railroad's agent being called promptly to the discrepancies, storage accrues same as if marks on notices and bills of lading agreed.

*Two round bales are considered as one square bale.
#Applies only in connection with L.&N.R.R., N.O.& N.E.R.R. and/or N.O.G.N.R.R.

[fol. 73] **Exhibit No. A-130**

Southern Compress & Warehouse Co., Galveston, Texas

Maximum and Minimum cost, Exclusive of Topping of Hand-trucking from Storage and Loading Into Cars 100 Bales of Cotton

Maximum cost:

32 men hand-trucking and handling 100 bales of cotton 1016 feet into cars, 1 hour @ 40¢ per hour $12.80
Average cost per bale ..... 12.8¢

Minimum cost:

16 men hand-trucking and handling 100 bales of cotton 50 feet into cars, 1 hour @ 40¢ per hour $6.40
Average cost per bale ..... 6.4¢

The above costs are for labor only and do not include any overhead expense or depreciation on equipment and facilities used in performing the service.

[fol. 74] Southern Compress & Warehouse Co., Galveston, Texas

Maximum and Minimum Cost of hand-trucking 100 Bales of Cotton from Storage to be Loaded in Drays or Motor Trucks

Maximum cost:

20 men trucking and handling 100 bales of cotton 1016 feet, 1 hour @ 40¢ per hour $8.00
Average cost per bale ..... 8¢

Minimum cost:

8 men trucking and handling 100 bales of cotton 50 feet, 1 hour @ 40¢ per hour $3.20
Average cost per bale ..... 3.2¢

The above costs are for labor only and do not include any overhead expense or depreciation on equipment and facilities used in performing the service.

[fol. 75] Southern Compress & Warehouse Co., Houston, Texas

Maximum and Minimum Cost, Exclusive of Topping, of Hand-trucking from Storage and Loading Into Cars 100 Bales of Cotton

Maximum cost:

24 men hand-trucking and handling 100 bales of cotton 1,000 feet to cars, 1 hour @ 35¢ per hour	$8.40
8 men loading into cars 1 hour @ 35¢ per hour	2.80
Total cost	$11.20
Average cost per bale	11.2¢

Minimum cost:

14 men hand-trucking and handling 100 bales of cotton 50 feet to cars, ½ hour @ 35¢ per hour	$2.45
8 men loading into cars, 1 hour @ 35¢ per hour	2.80
Total cost	$5.25
Average cost per bale	5.25¢

The above costs are for labor only and do not include any overhead expense or depreciation on equipment and facilities used in performing the service.

[fol. 76] Southern Compress & Warehouse Co., Houston, Texas

Maximum and Minimum Cost of Hand-trucking 100 Bales of Cotton from Storage to be Loaded on Drays or Motor Trucks

Maximum cost:

20 men hand-trucking and handling 100 bales of cotton 1,000 feet, 1 hour @ 35¢ per hour	$7.00
Average cost per bale	7¢

Minimum cost:

14 men hand-trucking and handling 100 bales of cotton 50 feet, ½ hour @ 35¢ per hour	$2.45
Average cost per bale	2.45¢

The above costs are for labor only and do not include any overhead expense or depreciation on equipment and facilities used in performing the service.

[fol. 77] **Exhibit No. A-133, Witness J. K. Moore**

I. C. C. Docket 14940

Statement Showing Cotton Production and Consumption Statistics (in 1,000 Bales)

Season	World production	United States production	Southwestern production (Tex., Okla., Ark., W. La.)
1916-17	19,845	11,450	6,109
1927-18	19,675	11,302	5,666
1918-19	20,613	12,041	4,806
1919-20	21,304	11,421	5,273
1920-21	20,875	13,440	7,262
1921-22	15,439	7,954	3,743
1922-23	19,300	9,762	5,194
1923-24	19,600	10,140	5,984
1924-25	24,800	13,628	8,029
1925-26	27,800	16,086	7,93[illegible]
10 Year Average	20,933	11,722	5,999

	Consumption in United States	U. S. production over consumption	Southwestern production
1916-17	6,789	4,661	6,109
1917-18	6,566	4,736	5,666
1918-19	5,766	6,275	4,806
1919-20	6,420	5,001	5,273
1920-21	4,893	8,547	7,262
1921-22	5,910	2,044	3,743
1922-23	6,666	3,096	5,194
1923-24	5,681	4,459	5,984
1924-25	6,191	7,437	8,029
9 Year Average	6,098	5,624	5,785

	Ratio U. S. to world production	Ratio Southwest to world prod.	Ratio Southwest to U. S. production
1916-17	57.70	30.79	53.36
1917-18	57.44	28.80	50.14
1918-19	58.41	23.31	39.92
1919-20	53.41	24.66	46.17
1920-21	64.39	34.79	54.04
1921-22	51.52	24.25	47.06
1922-23	30.58	26.92	53.21
1923-24	51.74	30.53	59.02
1924-25	54.95	32.37	58.92
1925-26	57.86	28.54	49.33
10 Year Average	56.00	28.66	51.18

Source: Production—U. S. Dept. of Agriculture.
Consumption—U. S. Dept. of Commerce, Bureau of the Census.

[fol. 78] **Exhibit No. A-134, Witness J. K. Moore**

I. C. C. Docket 14940

Statement Showing Production and Consumption of Cotton (in Bales) in Southeastern States During Years Ended July 31, 1921, 1922, 1923, 1924, and 1925

Year	Production	Consumption
Alabama:		
1921	670,330	309,646
1922	587,669	377,548
1923	819,870	414,880
1924	599,140	392,705
1925	985,653	430,051
Total	3,662,662	1,924,830

Year	Production	Consumption
Georgia:		
1921	1,447,159	614,000
1922	822,621	781,850
1923	735,874	974,662
1924	612,812	864,328
1925	1,030,202	966,324
Total	4,648,668	4,201,263

Year	Production	Consumption
Mississippi:		
1921	900,371	31,208
1922	816,961	40,463
1923	985,787	46,117
1924	622,617	34,751
1925	1,116,350	32,201
Total	4,442,086	184,740

Year	Production	Consumption
North Carolina:		
1921	949,484	926,384
1922	803,620	1,198,163
1923	879,294	1,326,174
1924	1,053,402	1,119,859
1925	860,147	1,334,794
Total	4,545,947	5,985,374

Year	Production	Consumption
South Carolina:		
1921	1,652,177	771,560
1922	786,039	918,725
1923	517,464	1,035,557
1924	793,817	947,964
1925	837,815	1,029,797
Total	4,589,312	4,703,603

Year	Production	Consumption
Tennessee:		
1921	314,811	74,689
1922	297,555	107,731
1923	385,860	123,052
1924	235,344	120,053
1925	355,919	115,202
Total	1,589,489	540,727

5 Year Summary

Year	Production	Consumption
Alabama	3,662,662	1,924,830
Georgia	4,648,668	4,201,263
Mississippi	4,442,086	184,740
North Carolina	4,545,947	5,985,374
South Carolina	4,587,312	4,703,603
Tennessee	1,589,489	540,727
Total	23,476,164	17,540,537

Authority: 153 and 158, Bulletins, cotton production and distribution issued by Department of Commerce.

[fol. 79] **Exhibit No. A-135, Witness J. K. Moore**

I. C. C. Docket 14940

Statement Showing Production and Consumption of Cotton (in Bales) in Southwestern States During Years Ended July 31, 1921, 1922, 1923, 1924, and 1925

Year	Production	Consumption
Texas:		
1921	4,148,399	62,617
1922	2,129,660	76,606
1923	3,125,758	83,221
1924	4,212,248	79,627
1925	4,850,956	93,494
Total	18,467,021	395,565

Year	Production	Consumption
Oklahoma:		
1921	1,302,610	*
1922	477,777	*
1923	637,003	*
1924	665,904	*
1925	1,506,077	*
Total	4,589,371	*

Year	Production	Consumption
Arkansas:		
1921	1,182,010	*
1922	788,047	*
1923	1,010,520	*
1924	643,643	*
1925	1,086,814	*
Total	4,711,034	*

Year	Production	Consumption
Louisiana:		
1921	389,569	39,327
1922	284,330	40,704
1923	345,407	45,135
1924	373,812	35,097
1925	498,386	33,566
Total	1,891,504	193,829

*Included in "all other states" for which following consumption was reported.

1921— 70,041
1922— 70,892
1923— 75,552
1924— 68,550
1925— 65,528

Total 350,563

5 Year Summary

State	Production	Consumption
Texas	18,467,021	395,565
Oklahoma	4,589,371	*
Arkansas	4,711,034	*
Louisiana	1,891,504	193,829
Total	29,658,930	589,394

Authority: Bulletins 153 and 158, Cotton distribution and production, issued by Department of Commerce.

*Included in "all other states" for which following consumption was reported.

1921— 70,041
1922— 70,892
1923— 75,552
1924— 68,550
1925— 65,528

Total 350,563

[fols. 80-1]

Exhibit No. A-136, Witness J. K. Moore

I. C. C. Docket 14940

Statement Showing Cotton Handled by All Compresses Reporting from Texas, Oklahoma, Arkansas and Western Louisiana for Seasons Named

22 Compresses, List 1

Year	Bales railroad transit handled	Bales R. R. concentrated handled	Total bales handled	Ratio R. R. transit cotton handled	Ratio R. R. concent. cotton handled	Ratio city or wagon cotton handled
1913–14	73,958	825,517	1,094,193	6.8	75.4	17.8
1914–15	103,392	1,009,754	1,357,895	7.6	74.3	18.1
1915–16	79,622	719,315	988,970	8.1	72.3	19.6
1916–17	120,315	885,756	1,240,876	9.7	71.4	18.9
1917–18	123,378	828,877	1,166,466	10.6	71.0	18.4
1918–19	72,285	688,056	953,009	7.6	72.2	20.2
1919–20	157,456	741,783	1,096,325	14.4	67.6	18.0
1920–21	268,619	790,549	1,331,589	20.1	59.4	20.5
1921–22	195,169	506,563	885,063	22.1	57.2	20.7
1922–23	244,615	535,584	963,856	25.4	55.5	19.1
1923–24	293,906	546,615	1,017,918	28.9	53.7	17.4
1924–25	665,316	656,701	1,567,985	42.4	41.9	15.7

24 Compresses, List 2

1914–15	104,673	1,046,583	1,403,886	7.5	74.5	18.0
1915–16	81,104	747,539	1,026,905	7.9	72.8	19.3
1916–17	124,772	920,172	1,291,569	9.7	71.2	19.1
1917–18	133,890	852,868	1,218,846	11.0	70.0	19.0
1918–19	80,868	712,735	996,194	8.1	71.5	20.4
1919–20	166,718	754,815	1,127,031	14.8	67.0	18.2
1920–21	286,650	816,247	1,383,182	20.7	59.0	20.3
1921–22	212,452	519,998	924,933	23.0	56.2	20.8
1922–23	269,355	559,069	1,024,119	26.3	54.6	19.1
1923–24	318,131	569,435	1,075,523	29.6	52.9	17.5
1924–25	692,877	674,312	1,625,269	42.6	41.5	15.9

Exhibit No. A-136—Continued

36 Compresses, List 3

Year	Bales railroad transit handled	Bales R. R. concentrated handled	Total bales handled	Ratio R. R. transit cotton handled	Ratio R. R. concent. cotton handled	Ratio city or wagon cotton handled
1915–16	138,111	1,045,736	1,500,289	9.2	69.7	21.1
1916–17	227,206	1,293,069	1,901,054	11.9	68.0	20.1
1917–18	230,156	1,227,112	1,849,664	12.4	66.3	21.3
1918–19	125,719	983,446	1,417,104	8.8	69.4	21.8
1919–20	244,073	1,070,219	1,666,580	14.6	64.2	21.2
1920–21	413,074	1,101,389	1,960,164	21.1	56.2	22.7
1921–22	295,327	703,245	1,302,474	22.7	54.0	23.3
1922–23	427,828	721,111	1,464,989	29.2	49.2	21.6
1923–24	496,788	736,894	1,551,744	32.0	47.5	20.5
1924–25	988,614	845,271	2,254,882	43.8	37.5	18.7
		40 Compresses, List 4				
1916–17	265,174	1,331,831	2,037,469	13.0	65.4	21.6
1917–18	247,620	1,258,997	1,951,590	12.7	64.5	22.8
1918–19	139,535	1,009,203	1,508,911	9.3	66.9	23.8
1919–20	262,289	1,098,816	1,755,147	14.9	62.6	22.5
1920–21	423,021	1,116,281	2,031,002	20.8	55.0	24.2
1921–22	309,674	724,419	1,380,974	22.4	52.5	25.1
1922–23	452,885	747,475	1,564,292	28.9	47.8	23.3
1923–24	532,043	769,116	1,665,863	31.9	46.2	21.9
1924–25	1,029,405	877,498	2,379,328	43.3	36.9	19.8
[fol. 80-2]		45 Compresses, List 5				
1917–18	263,772	1,395,581	2,160,606	12.2	64.6	23.2
1918–19	154,708	1,116,330	1,677,057	9.2	66.6	24.2
1919–20	276,660	1,194,457	1,912,345	14.5	62.5	23.0
1920–21	440,426	1,240,790	2,246,454	19.6	55.2	25.2
1921–22	333,156	850,118	1,584,742	21.0	53.6	25.4

1922–23.....	490,544	857,329	1,770,222	27.7	48.4	23.9
1923–24.....	570,078	869,934	1,852,231	30.8	47.0	22.2
1924–25.....	1,083,371	1,018,409	2,646,603	40.9	38.5	20.6
			50 Compresses, List 6			
1918–19.....	162,646	1,226,767	1,866,330	8.7	65.7	25.6
1919–20.....	297,878	1,273,800	2,065,312	14.4	61.7	23.9
1920–21.....	478,052	1,337,766	2,444,620	19.6	54.7	25.7
1921–22.....	372,218	914,158	1,750,775	21.3	52.2	26.5
1922–23.....	547,590	920,307	1,943,380	28.2	47.4	24.4
1923–24.....	608,320	957,588	2,043,391	29.8	46.9	23.3
1924–25.....	1,136,452	1,116,326	2,851,873	39.9	39.2	20.9
			56 Compresses, List 7			
1919–20.....	330,434	1,329,190	2,185,265	15.1	60.8	24.1
1920–21.....	527,704	1,416,382	2,626,151	20.1	53.9	26.
1921–22.....	430,496	985,280	1,916,879	22.5	51.4	26.1
1922–23.....	649,379	997,296	2,168,460	29.9	46.0	24.1
1923–24.....	714,518	1,064,353	2,293,307	31.2	46.4	22.4
1924–25.....	1,274,106	1,209,340	3,131,580	40.7	38.6	20.7
			70 Compresses, List 8			
1920–21.....	698,000	1,779,597	3,347,610	20.9	53.2	25.9
1921–22.....	513,645	1,202,608	2,331,746	22.0	51.6	26.4
1922–23.....	778,956	1,216,587	2,665,447	29.2	45.6	25.2
1923–24.....	841,025	1,305,757	2,794,169	30.1	46.7	23.2
1924–25.....	1,554,946	1,485,663	3,904,208	39.8	38.1	22.1
			81 Compresses, List 9			
1921–22.....	591,477	1,349,903	2,670,595	22.1	50.5	27.4
1922–23.....	873,111	1,354,189	3,032,482	28.8	44.7	26.5
1923–24.....	956,906	1,425,913	3,142,257	30.5	45.4	24.1
1924–25.....	1,687,878	1,634,840	4,323,822	39.0	37.8	23.2

Exhibit No. A-136—Continued

Year	Bales railroad transit handled	Bales R. R. concentrated handled	Total bales handled	Ratio R. R. transit cotton handled	Ratio R. R. concent. cotton handled	Ratio city or wagon cotton handled
			99 Compresses, List 10			
1922–23.....	1,069,422	1,588,996	3,698,994	28.9	42.9	28.2
1923–24.....	1,182,796	1,709,093	3,860,116	30.6	44.3	25.1
1924–25.....	2,057,805	1,907,974	5,333,920	38.6	35.8	25.6
			105 Compresses, List 11			
1923–24.....	1,215,346	1,834,038	4,120,360	29.5	44.5	26.0
1924–25.....	2,107,339	2,082,557	5,637,619	37.4	36.7	25.7
			110 Compresses, List 12			
1924–25.....	2,211,982	2,129,656	5,866,846	37.7	36.3	26.0

Lists

List 1.—Cuero, Ft. Worth, Greenville, Giddings, Italy, Kaufman, Nacogdoches, Palestine, Texarkana and Wichita Falls, Texas; Altus, Chickasha, Durant, Hobart, Okla. City, Shawnee and Waurika, Okla.; Helena, Little Rock, McGehee and Newport, Ark.; Alexandria, La.

List 2.—List 1 plus Hearne and San Augustine, Texas.

[fol. 803]

List 3.—Lists 1 and 2 plus Abilene, Cleburne, Clarksville, Dallas, Hamlin, Honey Grove, Longview, Mexia, Sulphur Springs and Terrell, Texas; Hugo, Oklahoma; Bunkie, Louisiana.

List 4.—Lists 1 to 3 plus Cameron and Tyler, Texas; Marianna, Arkansas; Natchitoches, Louisiana.

List 5.—Lists 1 to 4 plus Kenedy and Marshall, Texas; Walnut Ridge, Little Rock and Conway, Arkansas.

List 6.—Lists 1 to 5 plus Austin, Corsicana, Elgin and Timpson, Texas; Hope, Arkansas.

List 7.—Lists 1 to 6 plus Lubbock, San Antonio and Sweetwater, Texas; Sallisaw, Oklahoma; Magnolia and Batesville, Arkansas.

List 8.—Lists 1 to 7 plus Brownwood, Gainesville, Hubbard, McCregor, Paris, and Vernon, Texas; Ardmore, McAlester, Muskogee and Weleetka, Okla.; Ashdown, Helena and Morrilton, Ark.; Minden, La.

List 9.—Lists 1 to 8 plus Quanah, Robstown, San Marcos, Sinton, Temple, Victoria, Weatherford and Koakum, Texas; Blytheville and Earle, Ark.; Homer, La.

List 10.—Lists 1 to 9 plus Ballinger, Brady, Brenham, Childress, Taylor, Slaton, Stamford, Waco and Waxahachie, Texas; Cushing, Oklahoma; Forrest City and Russellville, Ark.; Rayville, Rustin and Shreveport, La.

List 11.—Lists 1 to 10 plus Harlingen, Texas; Ada, Oklahoma; Blytheville, Searcy and West Memphis, Ark.; Monroe, La.

List 12.—Lists 1 to 11 plus Hillsboro, Lockhart, Marlin, San Juan and Sherman, Texas.

[fol. 80-4] Statement Showing Ratio of Railroad Transit and Railroad Concentrated Cotton Handled by Texas Compresses

10 Compresses, List 1

Year	Bales railroad transit cotton handled	Bales railroad concentrated cotton handled	Total bales handled	Ratio railroad transit cotton handled	Ratio railroad concentrated cotton handled
1913-14	41,245	326,795	457,447	9.0	71.4
1914-15	45,935	424,521	594,975	7.7	71.4
1915-16	39,549	318,588	458,589	8.8	68.5
1916-17	59,376	398,887	589,048	9.9	67.7
1917-18	72,576	393,544	573,857	12.6	68.6
1918-19	45,111	330,227	472,498	9.5	67.7
1919-20	68,140	344,414	502,661	13.6	68.5
1920-21	100,898	353,354	592,931	17.1	60.1
1921-22	70,002	213,019	372,796	18.8	57.1
1922-23	106,430	211,937	403,202	26.4	52.5
1923-24	151,001	246,609	500,348	30.2	49.7
1924-25	295,410	232,144	623,199	47.4	37.3

12 Compreses, List 2

1914-15	47,216	461,350	640,966	7.4	72.8
1915-16	41,031	346,812	496,524	8.3	69.7
1916-17	63,833	433,303	639,741	9.9	67.7
1917-18	83,088	417,535	626,237	14.6	66.7
1918-19	53,604	-54,—6	515,635	9.4	67.7

Exhibit No. A-136—Continued

Year	Bales railroad transit cotton handled	Bales railroad concentrated cotton handled	Total bales handled	Ratio railroad transit cotton handled	Ratio railroad concentrated cotton handled
1919–20	77,402	357,446	533,367	14.5	67.1
1920–21	118,929	379,052	644,524	18.5	58.8
1921–22	87,285	226,454	412,666	21.1	54.9
1922–23	131,170	235,422	463,465	28.3	50.8
1923–24	175,226	269,429	557,953	31.4	48.3
1924–25	322,971	249,755	680,483	47.5	36.7
		22 Compresses, List 3			
1915–16	93,786	622,976	939,900	10.	66.3
1916–17	158,401	767,280	1,195,781	13.3	64.2
1917–18	172,910	753,978	1,201,464	14.4	62.8
1918–19	97,613	590,586	891,070	9.6	66.3
1919–20	153,154	647,223	1,037,495	14.8	66.4
1920–21	229,756	632,865	1,162,089	19.8	54.5
1921–22	167,816	391,378	763,314	19.9	51.3
1922–23	282,149	372,179	865,607	32.6	39.9
1923–24	343,386	421,321	1,003,018	34.2	42.1
1924–25	583,288	397,846	1,222,566	47.7	32.5
		24 Compresses, List 4			
1916–17	196,234	796,726	1,288,222	15.2	61.9
1917–18	190,249	778,229	1,271,011	14.9	61.2
1918–19	111,159	611,608	952,567	11.7	64.2
1919–20	171,220	670,587	1,098,068	15.6	61.1
1920–21	239,531	643,992	1,205,869	19.9	53.4
1921–22	181,963	406,482	809,538	22.5	50.2
1922–23	306,965	391,608	935,006	32.6	41.9
1923–24	378,192	448,215	1,097,833	34.4	40.8
1924–25	617,853	421,724	1,310,313	47.1	32.2

		26 Compresses, List 5			
1917–18	204,319	814,354	1,341,944	15.2	60.7
1918–19	123,378	631,352	1,001,245	12.3	63.1
1919–20	182,680	695,351	1,142,588	15.9	60.1
1920–21	254,112	677,863	1,282,091	19.8	52.9
1921–22	196,751	437,259	871,734	22.6	50.2
1922–23	325,351	411,440	989,261	32.9	41.6
1923–24	405,758	474,613	1,170,062	34.7	40.6
1924–25	653,848	450,769	1,398,227	46.8	32.4
[fol. 80-5]		**30 Compresses, List 6**			
1918–19	130,780	691,908	1,118,384	11.7	61.9
1919–20	202,050	740,885	1,244,627	16.3	59.5
1920–21	288,168	749,212	1,428,605	20.2	52.4
1921–22	214,152	480,764	1,002,869	23.4	47.9
1922–23	378,876	445,252	1,116,020	33.9	39.9
1923–24	442,370	525,817	1,310,059	33.8	42.4
1924–25	702,617	491,829	1,529,166	45.9	32.2
		33 Compresses, List 7			
1919–20	235,297	783,968	1,326,965	17.7	59.1
1920–21	335,602	811,064	1,554,647	21.6	52.1
1921–22	291,329	539,706	1,132,202	25.7	47.7
1922–23	479,585	506,339	1,296,587	36.9	39.1
1923–24	547,480	621,942	1,531,623	35.7	40.6
1924–25	833,120	570,928	1,765,417	47.2	32.3
		39 Compresses, List 8			
1920–21	415,291	972,497	1,885,384	21.9	51.6
1921–22	336,643	635,035	1,325,518	25.4	47.9
1922–23	568,446	594,642	1,546,720	36.8	38.5
1923–24	651,071	730,015	1,823,561	35.7	40.1
1924–25	979,292	672,140	2,135,051	45.9	31.5

Exhibit No. A-136—Continued

47 Compresses, List 9

Year	Bales railroad transit cotton handled	Bales railroad concentrated cotton handled	Total bales handled	Ratio railroad transit cotton handled	Ratio railroad concentrated cotton handled
1921-22	413,061	737,669	1,571,290	26.3	46.9
1922-23	657,555	670,108	1,768,245	37.2	37.9
1923-24	765,830	808,297	2,003,584	38.6	38.6
1924-25	1,107,187	760,075	2,442,776	45.3	31.1

50 Compresses, List 10

1922-23	832,750	798,341	2,262,212	36.8	35.3
1923-24	972,728	973,176	2,626,559	36.2	36.2
1924-25	1,434,256	913,633	3,222,769	44.5	28.4

60 Compresses, List 11

1923-24	998,896	978,367	2,727,844	36.6	35.8
1924-25	1,452,301	922,448	3,261,283	44.5	28.3

65 Compresses, List 12

1924-25	1,556,944	969,547	3,490,510	44.6	27.8

Lists

List 1.—Cuero, Fort Worth, Greenville, Giddings, Italy, Kaufman, Nacogdoches, Palestine, Texarkana, Wichita Falls.
List 2.—List No. 1, plus Hearne and San Augustine.
List 3.—Lists 1 and 2, plus Abilene, Cleburne, Clarksville, Dallas, Hamlin, Honey Grove, Longview, Mexia, Sulphur Springs and Terrell.
List 4.—Lists 1 to 3, plus Cameron and Tyler.
List 5.—Lists 1 to 4, plus Kenedy and Marshall.
List 6.—Lists 1 to 5 plus Austin, Corsicana, Elgin and Timpson.
List 7.—Lists 1 to 6, plus Lubbock, San Antonio and Sweetwater.

List 8.—Lists 1 to 7, plus Brownwood, Gainesville, Hubbard, McGregor, Paris and Vernon.
List 9.—Lists 1 to 8, plus Quanah, Robstown, San Marcos, Sinton, Temple, Victoria, Weatherford and Yoakum.
List 10.—Lists 1 to 9, plus Ballinger, Brady, Brenham, Childress, Colorado, Memphis, Childress, Taylor, Slaton, Stamford, Waco and Waxahachie.
List 11.—Lists 1 to 10, plus Harlingen.
List 12.—Lists 1 to 11, plus Hillsboro, Lockart, Marlin, San Juan, and Sherman.

[fol. 80-6] Statement Showing Ratio of Railroad Transit and Railroad Concentrated Cotton Handled by Compresses at Oklahoma Points

7 Compresses, List 1

Year	Bales railroad transit cotton handled	Bales railroad concentrated cotton handled	Total bales handled	Ratio railroad transit cotton handled	Ratio railroad concentrated cotton handled
1913–14	27,124	226,785	285,235	9.6	79.5
1914–15	49,686	363,320	469,120	10.6	77.5
1915–16	35,747	200,713	269,772	13.2	74.4
1916–17	55,084	247,258	331,370	16.6	74.6
1917–18	43,876	217,332	309,675	14.2	70.2
1918–19	17,155	163,307	215,343	7.1	75.8
1919–20	82,168	208,822	346,416	23.7	60.2
1920–21	160,761	217,460	443,556	36.2	49.3
1921–22	109,520	144,900	294,147	37.2	49.3
1922–23	119,049	180,634	339,108	35.1	53.5
1923–24	121,364	215,469	383,166	31.7	56.2
1924–25	324,475	265,568	688,072	47.2	38.6

8 Compresses, List 2

1915–16	37,892	209,317	282,387	13.4	74.1
1916–17	59,880	267,748	360,967	15.5	74.2
1917–18	47,050	242,043	344,892	13.6	70.1
1918–19	18,058	184,182	242,746	7.4	75.9
1919–20	83,708	226,536	372,018	22.5	60.9
1920–21	176,159	242,389	493,225	35.7	49.1

Exhibit No. A-136—Continued

Year	Bales railroad transit cotton handled	Bales railroad concentrated cotton handled	Total bales handled	Ratio railroad transit cotton handled	Ratio railroad concentrated cotton handled
1921–22	111,191	154,508	308,800	36.1	50.1
1922–23	124,239	193,356	359,601	34.5	53.7
1923–24	127,331	222,099	398,233	31.9	55.8
1924–25	353,526	277,674	754,513	46.9	36.8
		9 Compresses, List 3			
1919–20	83,917	234,915	387,451	21.7	60.6
1920–21	178,377	255,083	517,131	34.5	49.3
1921–22	112,292	160,934	320,243	36.1	50.1
1922–23	125,319	199,941	371,166	33.7	53.7
1923–24	127,464	224,102	402,308	31.7	55.7
1924–25	358,785	279,014	764,527	46.9	36.5
		13 Compresses, List 4			
1920–21	251,469	421,838	807,574	31.1	52.2
1921–22	144,806	252,734	462,718	31.3	54.5
1922–23	154,464	209,079	518,023	29.8	57.7
1923–24	146,589	323,366	536,859	27.3	60.2
1924–25	480,542	426,348	1,070,016	44.9	39.8
		14 Compresses, List 5			
1922–23	157,467	308,540	532,647	29.6	57.9
1923–24	148,426	333,814	550,226	26.9	60.7
1924–25	498,423	435,360	1,101,482	45.3	39.5
		15 Compresses, List 6			
1923–24	148,798	338,569	558,428	26.6	60.6
1924–25	507,267	439,336	1,123,433	45.2	39.1

Lists

List 1.—Altus, Chickasha, Durant, Hobart, Oklahoma City, Shawnee, Waurika.
List 2.—List 1 plus Hugo.
List 3.—Lists 1 and 2, plus Sallisaw.
List 4.—Lists 1 to 3, plus Ardmore, McAlester, Muskogee, and Weleetka.
List 5.—Lists 1 to 4, plus Cushing.
List 6.—Lists 1 to 5, plus Ada.

[fol. 80-7] Statement Showing Ratio Railroad Transit and Railroad Concentrated Cotton Handled by Compresses in Arkansas

Year	Bales railroad transit cotton handled	Bales railroad concentrated cotton handled	Total bales handled	Ratio railroad transit cotton handled	Ratio railroad concentrated cotton handled
		4 Compresses, List 1			
1913–14	5,302	260,901	335,685	1.6	77.1
1914–15	7,635	212,275	278,820	2.7	76.1
1915–16	4,325	192,916	249,355	1.7	77.4
1916–17	5,705	232,491	300,623	1.8	75.1
1917–18	6,466	210,166	270,433	2.4	77.7
1918–19	8,992	184,874	247,932	3.6	74.6
1919–20	6,723	180,948	237,294	2.8	76.3
1920–21	5,557	217,059	287,830	1.9	75.4
1921–22	12,553	140,790	202,722	6.2	69.5
1922–23	11,773	136,558	203,568	5.8	67.1
1923–24	8,022	78,964	112,521	7.1	70.2
1924–25	28,855	154,115	227,825	12.7	67.6
		5 Compresses, List 2			
1916–17	5,840	236,299	340,997	1.7	69.3
1917–18	6,591	211,570	287,222	2.3	73.7
1918–19	9,262	186,859	269,663	3.4	69.3
1919–20	6,873	184,271	259,373	2.7	71.0
1920–21	5,729	220,759	313,056	1.8	70.5
1921–22	12,753	145,165	226,972	5.6	63.9
1922–23	12,014	140,193	224,653	5.3	62.4
1923–24	8,197	80,306	122,652	6.7	65.5
1924–25	29,127	158,353	247,512	11.8	64.0

Exhibit No. A-136—Continued

Year	Bales railroad transit cotton handled	Bales railroad concentrated cotton handled	Total bales handled	Ratio railroad transit cotton handled	Ratio railroad concentrated cotton handled
		8 Compresses, List 3			
1917–18	8,763	312,029	425,305	2.1	73.4
1918–19	12,216	274,242	389,131	3.1	70.5
1919–20	9,784	255,148	372,051	2.6	68.5
1920–21	8,553	311,397	452,286	1.9	68.9
1921–22	21,447	240,087	368,744	5.8	65.1
1922–23	31,287	230,215	376,328	8.3	61.2
1923–24	18,666	154,726	236,791	7.9	65.3
1924–25	47,100	270,219	426,873	11.0	63.3
		9 Compresses, List 4			
1918–19	12,752	324,033	461,265	2.8	70.3
1919–20	10,732	288,957	422,979	2.5	68.3
1920–21	12,123	337,089	505,770	2.4	66.6
1921–22	23,108	260,622	403,642	5.7	64.6
1922–23	34,808	259,381	422,727	8.2	61.4
1923–24	20,296	191,176	287,954	7.0	66.4
1924–25	51,412	327,076	501,204	10.3	65.3
		11 Compresses, List 5			
1919–20	10,732	292,885	445,161	2.4	65.8
1920–21	12,123	341,094	535,521	2.3	63.6
1921–22	23,108	266,376	428,770	5.4	62.1
1922–23	34,808	268,698	455,675	7.6	59.0
1923–24	21,251	199,813	312,231	6.8	64.0
1924–25	53,304	339,651	534,646	10.0	63.5

14 Compresses, List 6					
1920–21	29,278	370,511	623,719	4.7	59.4
1921–22	27,796	289,154	492,048	5.6	58.8
1922–23	45,619	292,426	537,644	8.5	54.4
1923–24	24,332	226,588	371,472	6.5	61.0
1924–25	65,795	363,665	623,968	10.5	58.3
[fol. 80-8]					
16 Compresses, List 7					
1921–22	28,848	332,020	578,715	4.9	57.4
1922–23	50,335	354,115	675,976	7.4	52.4
1923–24	25,409	265,673	441,091	5.8	60.2
1924–25	69,525	423,528	727,704	9.6	58.2
18 Compresses, List 8					
1922–23	54,486	376,193	715,435	7.6	52.6
1923–24	26,649	276,801	466,864	5.7	59.3
1924–25	72,491	443,800	772,020	9.4	57.5
21 Compresses, List 9					
1923–24	28,384	383,563	598,461	4.7	64.1
1924–25	78,054	599,032	984,849	7.9	60.8

Lists

List 1.—Helena, Little Rock, Mogehee, Newport.
List 2.—List 1, plus Marianna.
List 3.—Lists 1 and 2, plus Walnut Ridge, Little Rock, Conway.
List 4.—Lists 1 to 3, plus Hope.
List 5.—Lists 1 to 4, plus Magnolia and Batesville.
List 6.—Lists 1 to 5, plus Ashdown, Helena and Morrilton.
List 7.—Lists 1 to 6, plus Blytheville and Earle.
List 8.—Lists 1 to 7, plus Forrest City and Russellville.
List 9.—Lists 1 to 8, plus Blytheville, Searey and West Memphis.

Exhibit No. A-136—Continued

[fol. 80-9] Statement Showing Ratio of Railroad Transit and Railroad Concentrated Cotton Handled by Louisiana Compresses

Year	Bales railroad transit cotton handled	Bales railroad concentrated cotton handled	Total bales handled	Ratio railroad transit cotton handled	Ratio railroad concentrated cotton handled
		1 Compress, List 1			
1913-14	287	11,036	15,826	1.8	69.7
1914-15	136	9,638	14,980	.9	64.3
1915-16	1	7,098	11,254	.0	63.1
1916-17	200	7,120	10,835	1.9	65.7
1917-18	460	7,835	12,501	3.7	62.3
1918-19	1,027	9,648	17,236	6.0	60.0
1919-20	425	7,599	9,954	4.3	76.4
1920-21	1,403	2,676	7,272	19.3	36.80
1921-22	3,094	7,854	15,398	20.1	51.0
1922-23	7,363	6,455	17,978	40.9	35.9
1923-24	13,519	5,573	21,883	61.8	25.5
1924-25	16,576	4,874	28,889	57.4	16.9
		2 Compresses, List 2			
1915-16	2,108	20,536	28,647	7.4	71.7
1916-17	3,220	25,550	34,683	9.3	73.7
1917-18	3,730	20,925	32,875	11.4	63.7
1918-19	1,056	23,804	35,3 -6	3.0	67.3
1919-20	488	15,512	19,773	2.5	78.5
1920-21	1,602	9,076	17,020	9.4	53.3
1921-22	3,767	16,569	27,638	13.3	60.0
1922-23	9,667	19,018	36,213	26.7	52.5
1923-24	18,049	14,510	37,972	47.5	38.2
1924-25	22,945	15,636	49,978	45.9	31.3

		3 Compresses, List 3			
1916–17	3,220	31,058	47,283	6.8	65.7
1917–18	3,730	27,155	48,465	7.7	56.0
1918–19	1,056	26,554	43,935	2.4	60.4
1919–20	488	17,422	25,688	1.9	67.8
1920–21	1,602	9,141	18,852	8.5	48.5
1921–22	3,767	18,264	35,664	10.6	51.2
1922–23	9,667	22,318	45,032	21.4	40.6
1923–24	18,323	18,496	47,145	38.9	39.2
1924–25	28,897	19,747	66,990	43.1	29.5
		4 Compresses, List 4			
1920–21	1,962	14,751	30,933	6.3	47.7
1921–22	4,400	25,685	51,462	8.6	49.9
1922–23	10,527	30,440	63,060	16.7	48.3
1923–24	19,033	25,788	62,277	30.6	41.4
1924–25	29,317	23,510	75,173	39.0	31.3
		5 Compresses, List 5			
1921–22	4,762	27,480	57,872	8.2	47.5
1922–23	10,757	30,887	70,238	10.3	44.0
1923–24	19,075	28,577	70,723	27.0	40.4
1924–25	30,624	24,889	83,326	36.8	29.9
[fol. 80-10]		8 Compresses, List 6			
1922–23	24,719	105,922	188,700	13.1	36.1
1923–24	34,993	125,202	216,467	16.2	57.8
1924–25	52,635	115,181	237,649	22.1	48.5
		9 Compresses, List 7			
1923–24	39,278	133,549	235,627	16.7	56.7
1924–25	69,717	121,741	268,034	26.0	45.4

List 1.—Alexandria.
" 2.—Alexandria and Bunkie.
" 3.—List 2 plus Natchitoches.
" 4.—List 3 plus Minden.
" 5.—List 4 plus Homer.
" 6.—List 5 plus Rayville, Ruston and Shreveport.
" 7.—List 6 plus Monroe.

[fol. 81] **Exhibit No. A-138, Witness J. K. Moore**

Statement Showing Ratio of Railroad Transit and Railroad Concentrated Cotton Handled by Compresses at Greenville, Fort Worth, Dallas and Italy, Texas

Season	Bales railroad transit	Bales railroad concentrated	Total bales received in season	Ratio R. R. transit to total	Ratio R. R. concentrated to total
		Greenville			
1913-14	9,706	111,061	137,130	7.08	80.99
1914-15	6,952	133,523	160,033	4.34	83.44
1915-16	8,311	89,062	113,763	7.31	78.29
1916-17	13,779	132,970	165,993	8.30	80.11
1917-18	20,917	171,215	211,145	9.01	81.09
1918-19	12,141	126,836	161,554	7.52	78.51
1919-20	15,694	119,188	151,928	10.33	78.45
1920-21	24,678	116,996	171,572	14.38	68.19
1921-22	21,096	64,987	101,309	20.82	64.15
1922-23	44,221	72,477	138,343	31.94	52.36
1923-24	61,841	68,284	154,435	40.04	44.22
1924-25	110,596	57,664	190,732	57.99	30.23
		Fort Worth			
1913-14	6,624	44,411	51,850	12.78	85.65
1914-15	13,526	71,003	105,560	12.82	67.26
1915-16	8,606	50,418	75,940	11.33	66.39

1916-17	25,757	63,857	121,664	21.17	52.49
1917-18	25,049	56,183	99,472	25.18	56.48
1918-19	13,664	58,669	78,314	17.45	74.92
1919-20	15,778	90,748	114,114	13.83	79.52
1920-21	17,140	112,422	133,330	12.86	84.32
1921-22	15,083	52,451	70,173	21.49	74.75
1922-23	18,676	45,084	64,765	28.86	69.61
1923-24	30,833	59,150	91,952	33.53	64.33
1924-25	83,155	76,242	161,838	51.38	47.11
		Dallas			
1915-16	14,156	81,503	98,713	14.34	82.57
1916-17	38,399	105,134	145,277	26.43	72.37
1917-18	31,163	98,059	131,589	23.68	74.52
1918-19	17,236	77,639	99,978	17.24	77.66
1919-20	10,866	96,820	114,479	9.49	84.58
1920-21	19,695	71,408	98,250	20.05	72.68
1921-22	16,138	62,003	83,157	19,41	74.56
1922-23	29,076	42,420	73,941	39.32	57.37
1923-24	46,495	50,178	99,793	46.59	50.28
1924-25	85,279	60,737	149,099	57.19	40.74
		Italy			
1913-14	1,732	16,459	26,696	6.49	61.65
1914-15	1,672	27,029	40,671	4.11	66.46
1915-16	2,197	26,014	39,971	5.50	65.08
1916-17	4,411	32,615	46,825	9.42	69.65
1917-18	1,959	18,800	28,473	6.88	66.03
1918-19	488	20,869	28,537	1.71	73,13
1919-20	259	18,869	24,163	1.07	78.09
1920-21	6,050	13,737	35,607	17.00	38.58
1921-22	5,803	14,557	31,445	18.45	46.29
1922-23	10,127	9,532	26,931	37.60	35.40
1923-24	15,385	8,165	35,258	43.63	23.16
1924-25	30,664	8,686	50,872	60.28	17.06

[fol. 82] **Exhibit No. A-139, Witness J. K. Moore**

I. C. C. Docket 14940

Statement Showing Summary of Cotton Handled by Compresses in Texas, Oklahoma, Arkansas, and Louisiana During Seasons 1922-23, 1923-24, and 1924-25

Season 1922-23

State	Bales R. R. transit received	Bales R. R. concentrated received	Bales City or wagon received	Total bales received
Texas	837,986	843,745	666,393	2,348,124
Oklahoma	157,467	308,540	80,646	546,663
Arkansas	54,386	384,359	299,039	737,784
W. Louisiana	24,719	116,219	65,310	206,248
Total	1,074,558	1,652,863	1,111,388	3,838,809
Ratio	28.0	43.0	29.0	100

Season 1923-24

Texas	1,008,106	1,068,753	817,925	2,894,784
Oklahoma	148,798	338,569	83,434	570,801
Arkansas	28,384	389,789	192,997	611,170
W. Louisiana	39,238	133,549	62,820	235,607
Total	1,224,526	1,930,660	1,157,176	4,312,362
Ratio	28.4	44.8	26.8	100

Season 1924-25

Texas	1,565,272	978,057	963,646	3,506,975
Oklahoma	507,267	439,406	197,725	1,144,398
Arkansas	82,533	611,242	318,940	1,012,715
W. Louisiana	69,717	121,741	76,596	268,054
Total	2,224,789	2,150,446	1,5[illegible],907	5,932,142
Ratio	37.5	36.3	26.2	100

Total 3 Seasons

Texas	3,411,364	2,890,555	2,447,964	8,749,883
Oklahoma	813,532	1,086,515	361,805	2,261,852
Arkansas	165,303	1,385,390	810,976	2,361,669
W. Louisiana	133,674	371,509	204,726	709,909
Total	4,523,873	5,733,969	3,825,471	14,083,313
Ratio	32.1	40.7	27.2	100

[fol. 83] **Exhibit No. A-140, Witness J. K. Moore**

I. C. C. Docket 14940

Summary of Inbound and Outbound Loading of Cotton at Compresses in Texas, Oklahoma, Arkansas, and Western Louisiana During Seasons 1922-23, 1923-24 and 1924-25

Season 1922-23

State	Inbound		Outbound	
	Bales unloaded	Cars unloaded	Bales loaded	Cars loaded
Texas	1,541,270	53,798	2,068,050	29,340
Oklahoma	291,522	10,483	349,019	5,550
Arkansas	410,364	14,108	631,552	9,966
W. Louisiana	102,714	3,362	145,464	2,149
Total	2,345,870	81,751	3,194,085	47,005
Bales per car	28.7		68.0	

Season 1923-24

Texas	1,924,953	70,460	2,607,380	37,901
Oklahoma	476,229	17,226	523,390	8,473
Arkansas	351,209	14,586	492,351	8,108
W. Louisiana	132,842	4,772	169,253	2,553
Total	2,885,233	107,044	3,792,379	57,035
Bales per car	27.0		66.5	

Season 1924-25

Texas	2,397,127	87,705	3,277,851	47,693
Oklahoma	946,014	31,911	1,110,178	16,633
Arkansas	634,150	24,837	831,896	13,814
W. Louisiana	148,507	5,517	198,986	2,941
Total	4,125,798	149,970	5,418,911	81,081
Bales per car	27.5		66.8	

Total for 3 Seasons

Texas	5,863,350	211,963	7,953,281	114,934
Bales per car	27.7		69.2	
Oklahoma	1,713,765	59,620	1,982,587	30,656
Bales per car	28.7		64.6	
Arkansas	1,395,723	53,531	1,955,799	31,888
Bales per car	26.6		61.3	
W. Louisiana	384,063	13,651	513,708	7,643
Bales per car	28.1		67.2	
Grand Total	9,356,901	338,765	12,405,375	185,121
Bales per car	27.6		67.0	

[fol. 84] **Exhibit No. A-148**

The Effect on Water-front Compresses

They lose an advantage equal to difference between the present domestic rate and the shipside rate minus their actual expense (plant cost) of delivering cotton from compress to ship.

They do not lose the five cents per bale unloading allowance.

They do not lose the ability to get free second concentration privilege.

They do not lose the ability to bring cotton past interior compresses without penalty.

[fol. 85] **Exhibit No. A. 152**

Tariff No. 7

Effective October 1, 1925

Stevedoring Rates at All Texas Ports

Issued by the Master Stevedores Association of Texas

Section 1.—Rules and Regulations

Item No.	Subject	Rules
1	Steamships	These Rates apply to Deep Sea Steamships only. Sailing Ships, Special Rates. All extra expense incurred will be charged for loading or unloading cargo (not otherwise specified) through doorways or any place that cannot be approached by open hatch.
2	Change of rates	All rates are subject to change as labor conditions warrant.
3	Straight Time Week Days	All labor performed during hours from 8 A. M. to 12 noon, and from 1 P. M. to 5 P. M.
4	Holidays	Armistice Day, Thanksgiving Day, Christmas Day, New Year's Day, Washington's birthday, Texas Independence Day, Fourth of July, Labor Day and Decoration Day.
5	Overtime Sundays	Will be charged at the rate of $1.10 per hour per man on grain cargo; all other cargo (cotton excepted) 90 cents per hour per man.
6	Overtime Weekdays and Holidays	All overtime on general cargo (cotton excepted) will be charged at actual cost during daylight. Fifty cents per hour per man from the hours of 7 P. M. to 6 A. M.

Item No.	Subject	Rules
7	Meal Hours	Any work done during meal hours on any commodity is to be paid double rate of wages.
8	Loading cars	Loading cars or unloading, where direct to or from ship, same rate as Wharf Company's Tariff.
9	Extra Trucking	Extra truckage will be charged at actual cost on all commodities, as follows: general cargo over 150 feet; cotton over 200 feet from hatch.
10	Loading Cotton	110 bales screwed or 267 bales hand stowed per gang of 5 men constitute a day's work. All cotton stowed over the above amount to be paid for as overtime. See Section No. 2, Cotton. Two round bales equal one square.

Approved by Maritime Association.

[fol. 85-1] Switching Assessed by I. G. N. Rr. and Absorbed by M. K. & T., T. & B. V., G. C. & S. F., Gulf Coast Lines Out of Their Line-Haul Rates on Cotton Transported (Local) from Texas to Houston

When Consigned to McFadden's Warehouse on the I. G. N. Rr.

Per Car	$1.80
Cents per bale, Note one	2.8

When Consigned to Houston Compress Company, Long Reach, and to Alexander Sprunt & Company Warehouses on Ship Channel

Per car	$8.10
Cents per bale, Note one	12.5

Switching Assessed by I.-G. N. Rr. and Absorbed by Connecting Lines at Houston on Outbound Movement of Cotton from McFadden's Warehouse and from Houston Compress Company, Long Reach, and Alexander Sprunt & Company Warehouses on Channel at Houston When Such Cotton is Destined to the Southeast or New England Mills

From McFadden's Warehouse on the I.-G. N. Rr.

Per car	$3.15
Cents per bale, Note one	4.8

From Houston Compress Co., Long Reach, and Alexander Sprunt & Co. Warehouses on Ship Channel

Per car	$8.10
Cents per bale, Note one	12.5

Total Switching Charges Assessed by I.-G. N. Rr. and Absorbed by Connecting Lines

To and from McFadden's Warehouse on I.-G. N. Rr.

Per car	$4.95
Per bale, cents, Note one	7.6

To and from Warehouse on Ship Channel on I.-G. N. Rr.

Per car	$16.20
Cents per bale, Note one	.25

Note One: Based on average loading of 65 bales standard cotton to the car.

Tariff references: Switching charges of I.-G. N. Rr. published in I. G. N. Rr. Switching tariff 2345-E, not filed with Interstate Commerce Commission and I.-G. N. Rr. Switching tariff I. C. C.. 2353-L, I. C. C. 885.

Exhibit No. A-152—Continued

[fol. 83-2] Statement of Car Detention and Demurrage Assessed at Galveston on Export Traffic

Cotton moving under through bills of lading			Cotton moving under local bills of lading marked for export			All other export traffic			Total all export traffic		
No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention
					August, 1920						
364	.....	822	243	.....	601	643	$140.00	2,590	1,250	$140.00	4,013
	2.26 days			2.47 days			4.03 days			3.21 days	
					September, 1920						
586	.....	1,556	722	.....	2,300	665	$80.00	3,193	1,973	$80.00	7,049
	2.66 days			3.19 days			4.80 days			3.57 days	
					October, 1920						
1,723	.....	6,049	1,325	$26.00	5,121	804	$288.00	5,613	3,852	$314.00	16,783
	3.51 days			3.86 days			6.98 days			4.36 days	
					November, 1920						
1,623	$5.00	6,866	1,681	$30.00	8,078	1,078	$2,025.00	11,777	4,382	$2,060.00	26,721

Exhibit No. A-152—Continued

Cotton moving under through bills of lading			Cotton moving under local bills of lading marked for export			All other export traffic			Total all export traffic		
No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention
				Average Detention per Car							
	4.23 days			4.81 days			10.02 days			6.10 days	
				December, 1920							
1,133	.....	3,772	920	$3.00	2,960	689	$1,147.00	8,138	2,742	$1,150.00	14,870
				Average Detention per Car							
	3.33 days			3.22 days			11.81 days			6.02 days	
				Totals and Averages for Period August, 1920, to December, 1920, Inclusive							
5,429	$5.00	19,065	4,891	$68.00	19,060	3,879	$3,080.00	31,311	14,199	$3,753.00	69,436
	3.51 days			3.90 days			8.07 days			4.86 days	
[fol. 85-3]											
				August, 1921							
584	.....	1,552	606	.....	1,749	778	$24.00	3,095	1,968	$24.00	6,396
				Average Detention per Car							
	2.66 days			2.89 days			3.98 days			3.25 days	

				September, 1921							
981	.....	3,430	768	$22.00	2,470	1,236	$84.00	5,689	2,985	$106.00	11,589
				Average Detention per Car							
	3.50 days			3.22 days			4.00 days			3.88 days	
				October, 1921							
2,087	.....	6,872	1,017	$20.00	3,835	1,162	$234.00	6,140	4,266	$254.00	16,847
				Average Detention per Car							
	3.29 days			3.77 days			5.28 days			3.95 days	
				November, 1921							
1,448	.....	6,952	606	$27.00	2,636	908	$316.00	4,279	2,962	$343.00	13,867
				Average Detention per Car							
	4.80 days			4.35 days			4.71 days			4.68 days	
				December, 1921							
606	$81.00	2,901	670	$2.00	2,040	784	$579.00	4,283	2,149	$472.00	9,230
				Average Detention per Car							
	4.17 days			3.05 days			5.46 days			4.30 days	
				Totals and Averages for Period August, 1921, to December, 1921, Inclusive							
5,795	$81.00	21,707	3,667	$71.00	12,736	4,868	$1,037.00	23,486	14,330	$1,189.00	57,929
	3.75 days			3.47 days			4.82 days			4.04 days	
[fol. 85-4]											
				August, 1922							
56	.....	83	296	.....	572	1,238	$176.00	4,670	1,590	$176.00	5,825

Exhibit No. A-152—Continued

Cotton moving under through bills of lading			Cotton moving under local bills of lading marked for export			All other export traffic			Total all export traffic		
No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention
	Average Detention per Car										
	1.48 days			1.93 days			3.77 days			3.35 days	
					September, 1922						
477	.....	1,104	755	.....	1,816	1,559	$1.00	4,870	2,791	$1.00	7,790
	Average Detention per Car										
	2.31 days			2.41 days			3.12 days			2.79 days	
					October, 1922						
1,113	.....	3,395	662	$6.00	2,264	1,697	$55.00	6,621	3,472	$61.00	12,280
	Average Detention per Car										
	3.05 days			3.42 days			3.94 days			3.54 days	
					November, 1922						
1,221	.....	5,210	509	$13.00	1,985	1,038	$142.00	4,459	2,768	$155.00	11,654
	Average Detention per Car										
	4.27 days			3.90 days			4.30 days			4.21 days	
					December, 1922						
511	.....	1,472	264	$12.00	791	1,039	$92.00	3,816	1,814	$104.00	6,079

							Average Detention per Car				
	2.88 days			2.99 days			3.67 days			3.35 days	
							Totals and Averages for Period August, 1922, to December, 1922, Inclusive				
3,378	.....	11,264	2,486	$31.00	7,428	6,571	$466.00	24,436	12,435	$497.00	43,128
	3.–3 days			2.99 days			3.72 days			3.47 days	
[fol. 85-5]											
							August, 1923				
102	.....	124	411	.....	619	957	$30.00	2,838	1,470	$30.00	3,581
							Average Detention per Car				
	1.31 days			1.51 days			2.97 days			2.44 days	
							September, 1923				
564	.....	952	638	.....	1,241	1,158	$6.00	3,225	2,360	$6.00	5,418
							Average Detention per Car				
	1.69 days			1.95 days			2.78 days			2.30 days	
							October, 1923				
729	.....	1,344	879	.....	1,841	2,378	$58.00	6,902	3,986	$58.00	10,067
							Average Detention per Car				
	1.84 days			2.09 days			2.90 days			2.53 days	
							Totals and Averages for Period August, 1923, to October, 1923, Inclusive				
1,395	.....	2,420	1,928	.....	3,701	4,493	$94.00	12,965	7,816	$94.00	19,086
	1.73 days			1.92 days			2.89 days			2.44 days	

Exhibit No. A-152—Continued

Cotton moving under through bills of lading			Cotton moving under local bills of lading marked for export			All other export traffic			Total all export traffic		
No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention
[fol. 85-6]			Statement of Car Detention and Demurrage Assessed at Galveston on Cotton Taking Local Delivery								
	1920			1921		August	1922			1923	
395	$127.00	1,006	1,486	$1,079.00	4,340	1,112	$41.00	2,416	1,907	$216.00	3,144
						Average Detention per Car					
	2.55 days			2.92 days			2.17 days			1.57 days	
						September					
1,726	$624.00	4,741	2,148	$390.00	6,004	3,968	$792.00	10,138	5,103	$1,658.00	12,088
						Average Detention per Car					
	2.75 days			2.80 days			2.55 days			2.37 days	
						October					
3,031	$1,434.00	10,552	3,568	$1,063.00	12,116	5,734	$4,112.00	19,338	5,854	$6,217.00	18,080
						Average Detention per Car					
	3.48 days			3.40 days			3.37 days			3.09 days	
						November					
3,205	$4,232.00	14,583	2,890	$4,824.00	12,227	5,097	$13,461.00	24,478	....	.....	....

				Average Detention per Car							
	4.55 days			4.23 days			4.80 days		....	.....	....
				December							
2,398	$2,191.00	9,160	2,079	$878.00	6,264	2,301	$846.00	6,719	....	.....	....
				Average Detention per Car							
	3.82 days			3.01 days			2.92 days		....	.....	....
				Totals and Averages for Periods Shown Above							
10,755	$8,608.00 4.89 days	40,042	17,171	$8,234.00 3.36 days	40,951	18,212	$19,252.00 3.46 days	63,089	12,954	$8,091.00 2.57 days	33,312

[fol. 85-7]

Item No.	Subject	Demurrage
1730	Through bills of Lading.	The lines parties hereto and connecting carriers will issue through bills of lading only in connection with steamship lines or ships whose agents have signed agreements to pay demurrage charges at Beaumont, Galveston, Houston, Orange, and Texas City, Texas, in accordance with demurrage rules and rates legally published and filed with the Interstate Commerce Commission.

[fol. 85-8]

Period covered	Average detention
September 1, 1914 to August 31, 1915	5.858
September 1, 1915 to August 31, 1916	6.237
September 1, 1916 to August 31, 1917	5.436
August 1, 1920 to December 31, 1920	4.86
August 1, 1921 to December 31, 1921	4.04
August 1, 1922 to December 31, 1922	3.47
August 1, 1923 to December 31, 1923	2.79
August 1, 1924 to December 31, 1924	3.55
August 1, 1925 to December 31, 1925	2.37

Pages 271-273 of record.

[fol. 85-9] Statement of Rates on Cotton and Short-line Distances via Not More Than Three Railroads from Representative Points in Arkansas to Galveston and New Orleans

Rates Shown Apply for Domestic Depot Delivery

From Arkansas	To Galveston, Texas			To New Orleans, La			
	Dist. miles	Route	Rates cents cwt.	Dist. miles	Route	Rates, cents cwt. Rail	Rail & barge
Ashdown	371	56	87	400	19	87	77½
Atlheimer	472	6	90	429	48	87	75½
Benton	478	3	90	436	49	87	77½
Bald Knob	559	3	91	486	24	87	75½
Brinkley	529	6	91	463	26	87	75½
Bigelow	531	10	95½	504	49	93½	82
Camden	392	6	87	369	50	87	77½
Clarendon	514	6	91	476	28	87	75½
Conway	532	3	96½	481	51	93½	82
Cotton Plant	543	12	91	472	26	87	75½
Dermott	405	7	80	353	28	76½	67
De Queen	406	56	96½	434	19	96½	77½
El Dorado	369	10	89	330	49	87	77½
Eudora	416	7	81½	317	28	76½	67
Fordyce	418	10	89	380	49	87	77½
Felsenthal	365	7	90	319	28	87	77½
Forrest City	526	7	92	438	26	87	75½

Exhibit A-152—Continued

From Arkansas	To Galveston, Texas			To New Orleans, La			
	Dist. miles	Route	Rates cents cwt.	Dist. miles	Route	Rates, cents cwt. Rail	Rail & barge
Ft. Smith	544	56	96½	573	19	96½	85
Gurdon	421	3	87	403	50	87	77½
Glenwood	469	3	99	450	50	97	87½
Hope	389	3	87	390	32	87	77½
Halley	412	7	80½	347	28	76½	67
Hermitage	420	10	90	373	49	87	77½
Helena	504	7	81½	453	28	76½	67
Higginson	547	3	91	497	24	87	75½
Kimball	369	7	80	342	28	76½	67
Little Rock	501	3	90	463	49	87	75½
Lake Village	401	7	80½	333	28	76½	67
Malvern	458	3	89	433	52	87	77½
McNeil	361	6	87	369	33	87	77½
Montrose	390	7	80	345	28	76½	67
McGehee	413	7	80½	376	28	76½	67
Marianna	508	7	81½	445	24	76½	65
Mellwood	466	7	80½	415	28	76½	67
Magnolia	379	42	87	353	43	87	77½
Mulberry	578	44	96½	603	51	96½	85
Morrillton	551	3	96½	513	51	93½	82

Mansfield	535	14	96½	559	54	96½	85
Mesa	546	10	90	502	26	87	75½
Mena	459	56	96½	488	19	96½	77½
Newport	585	3	91	512	24	87	75½
Osceola	604	9	92	446	29	87	75½
Ozark	592	13	96½	588	51	94½	83
Ola	569	10	95½	539	49	93½	82
Paris	594	45	96½	618	46	96½	85
Pine Bluff	463	6	90	417	28	87	77½
Russellville	577	3	96½	538	51	93½	82
Stamps	344	6	87	357	53	87	77½
Stuttgart	494	6	90	452	55	87	75½
Tinsman	404	10	89	361	49	87	77½
Van Buren	552	17	96½	577	36	96½	85
Wheatley	539	12	92	458	26	87	75½
Blytheville	621	9	92	463	29	87	75½
Earle	561	7	92	421	24	87	75½
[fol. 85-10] Fair Oaks	555	6	92	455	24	87	75½
Hoxie	621	3	92	513	29	87	75½
Heth	544	11	92	420	26	87	75½
Jonesboro	603	6	92	470	29	87	75½
Jelks	579	3	91	466	24	87	75½
Nettleton	583	7	92	467	28	87	75½
Paragould	602	7	92	502	24	87	75½
Turrell	575	9	90½	417	29	85½	74
Tyronza	585	9	91	427	29	86	74½

Exhibit A-152—Continued

From Arkansas	To Galveston, Texas			To New Orleans, La			
	Dist. miles	Route	Rates cents cwt.	Dist. miles	Route	Rates, cents cwt. Rail	Rail & barge
Wynne	541	7	92	441	24	87	75½
Wilson	594	9	92	435	29	87	75½
Walnut Ridge	623	3	92	494	29	87	75½
Average	499		90	446		87	76
Memphis, Tenn.			92			76½	65
Vicksburg, Miss.			97			65½	56

Tariff references:
St. Louis-San Francisco Ry. Co., ICC 8481.
St. Louis-Southwestern Ry. Co., ICC 4221.
Missouri Pacific Ry., ICC A-6572.
C. R. I & P. Ry. Co., ICC C-11365.
L. & A. Ry. ICC 1255.

Mississippi Warrior Service Tariff 65-C, Wm. Hough's ICC A-97, and all water tariff 1-F, not filed with I. C. C.

Export shipside rates are 5c per 100 pounds higher than those from domestic or depot delivery.

J. H. Glenn's I. C. C. 525.

[fol. 85-11] Statement showing the present local or depot delivery rates applying on cotton, compressed in transit at carriers expense, from representative points in Louisiana to Galveston, Texas and New Orleans Louisiana. The rates to shipside for export or coastwise movement beyond are 5¢ per 100 pounds higher than the rates shown herein.

Points in Louisiana on and east of the Missouri Pacific Railroad running from Kimball, Arkansas to Alexandria,, La., on and east of the Southern Pacific Railroad running from Alexandria, Louisiana to LaFayette, Louisiana.

From Louisiana	To Galveston, rates, cts., cwt.	To New Orleans, rates, cts., cwt.
Lake Providence	85	76½
Tallulah	85	76½
Delta	85	76½
St. Joseph	85	74
Vidalia	85	65½
Collinston	80	76½
Rayville	85	76½
Delhi	85	76½
Baskin	85	76½
Monroe	80	76½
Clarks	80	76½
Grant	76½	74
Pollock	76½	74
Alexandria	74	74
Lamourie	74	74
Mansura	74	67½
Bunkie	74	67½
Melville	74	63½
Port Barre	67½	60½
Opelousas,	97½	67½
Vicksburg, Miss	97	65½

[fol. 85-12 Points in Louisiana west of the Missouri Pacific Railroad, running from Kimball, Arkansas, to Alexandria, La., and west of the Southern Pacific Railroad from Alexandria, Louisiana, to LaFayette, Louisiana

From Louisiana	To Galveston, rates, cts., cwt.	To New Orleans, rates, cts., cwt.
Bastrop	85	80
Raile	85	80
Randolph	86½	86
Bernice	80	80
Ruston	80	80
Jamesboro	80	80
Dodson	80	80
Winnfield	76½	76½
Packton	74	74
Haynesville	86½	86½
Homer	86½	86½
Athens	86½	86½
Gibsland	80	80
Arcadia	80	80
Brenville	80	80
Chestnut	80	80
Hagen	76½	76½
Natchitoches	77	77
Cypress	77	77
Aloha	76½	76½
Colfax	74	74
Boyce	77	77
Springhill	81	81
Minden	80	80
Sibley	80	80
[fol. 85-13] Shreveport	80	80
Keachie	80	80
Logansport	80	80
Mansfield	80	80
Coushatta	76½	76½

Tariff references:

Rates to Galveston and New Orleans published in:

L. R. & N. Co., I. C. C. A-937.
C. R. I. & P. Ry. Co. ICCC 8605.
M. L. & T. Rr. & S. S. Co. ICC 4500-B.
L. & S. Ry. Co., ICC 1276.
V. S. & P. Ry. Co., ICC B-141.
J. H. Glenn's ICC A-525.
T. & P. Ry. Co. ICC 3220.
Houston & Shreveport ICC 1545.
Mo. Pac. Rr. Co., ICC A-6572.
Gulf Coast Lines ICC A-756 and A-735.
K. C. S. Ry. I. C. C. 4457.
F. A. Leland's I. C C. 1619.

Exhibit A-152—Continued

[fol. 85-14] Comparative statement showing the total terminal charges (switching, unloading and wharfage) assessed at the ports of Galveston and Houston, Texas, and New Orleans, Louisiana, on cotton moving for export and coastwise through said ports

Export

	Galveston, Texas, cents, cwt.		Houston, Texas, cents, cwt.		New Orleans, La., cents, cwt.
Switching, $4.05 per car	(a)1.19	$8.10 per car	(a)2.37	$6.30 per car	(a)1.85
Unloading, 5½¢ per bale	(b)1.05	4¢ per bale	(b).76	(c) 6¢ per bale	(b)1.14
Wharfage	2		2		75
					Note two
Total	4.24		5.13		3.74

Coastwise

Southern Pacific SS. Lines

	Galveston, Texas, cents, cwt.		Houston, Texas, cents, cwt.		New Orleans, La., cents, cwt.
Switching, $3.15 per car	(a).92	$8.10 per car	(a)2.37	$6.30 per car	(a)1.85
Unloading, 4¢ per bale	(b).76	4¢ per bale	(b).76	(c) 6¢ per bale	(b)1.14
Wharfage, Note one.				Note two	.75
Total	1.68		3.13		3.74

(a) Based on average loading 65 bales, 34125 lbs. to the car.
(b) Based on average weight 525 lbs. per bale.
(c) Charge for unloading cotton at New Orleans on a private contract basis.

[fol.

Vol. 85-15] Comparative statement showing separately the switch
minal charges, including switching, handling, and wharfage at
import through those respective ports under equalized rates t

Commodity	Average loading, lbs.	Galveston, Texas Switching	
		Per car	Cents, cwt.
otton	34,125	$4.05	a1.19
lour	60,000	4.05	.67
arafine wax	50,000	4.05	.81
oap in box	40,000	4.05	1.01
ard substi.	40,000	4.05	1.01
ig lead	56,000	4.05	.72
arbon black	30,000	4.05	1.35
ice (clean)	50,000	4.05	.81
agging for baling cotton	30,000	4.05	1.35
on & Steel articles	50,000	4.05	.81
ews print paper	40,000	4.05	1.01
isal	27,000	4.05	1.5
reen coffee	30,000	4.05	1.35

A. Based on loading of 65 bales of cotton to car. B. Based
C. Published handling charges at New Orleans. Loading
D. Based on 250 lbs. per bale—the published charge is 15¢ p
Tariff references: A. C. Fonda's ICC 175, W. P. Emerson

witching charges per car, as well as in cents per 100 pounds, the handling charges, the wharfage charges, as well as the total ter-
e at Houston, and Galveston, Texas and New Orleans, Louisiana on various representative commodities moving for export and
tes to and from shipside

Export

cwt.	Handling, cents, cwt.	Wharfage, cents, cwt.	Total terminal expense, cents, cwt.	New Orleans, Louisiana Switching		Handling, cents, cwt.	Wharfage, cents, cwt.	Total terminal expense, cents, cwt.	Houston, Texas		Handling, cents, cwt.	Wharfage, cents, cwt.	Total terminal expense, cents, cwt
				Per car	Cents, cwt.				Per car.	Cents, cwt.			
9	b1.05	2¢	4.24	$6,30	a1.82	c5¢	.75	7.60	$8.10	a2.37	76	2	5.13
7	1½	1½	3.67	6.30	1.05	3½	.75	5.30	8.10	1.35	1½	1½	4.35
1	2¼	1¾	4.81	6.30	1.26	c3¼	.75	5.36	8.10	1.62	2¼	1¾	5.62
1	2	2½	5.51	6.30	1.58	c3½	.75	5.83	8.10	2.03	2	2½	6.53
1	1½	1½	4.01	6.30	1.58	c3½	.75	5.83	8.10	2.03	1½	1½	5.03
2	1½	1¾	3.97	6.30	1.13	c2½	.75	4.38	8.10	1.45	1½	1¾	4.7
5	2¼	2½	6.1	6.30	2.10	c5¢	.75	7.85	8.10	2.70	2¼	2½	7.45
1	1½	1½	3.81	6.30	1.26	c3½	.75	5.51	8.10	1.62	1½	1½	4.62

Import

5	1½	1¾	4.1	$8.10	a2.37	b76	2	5.13	$6.30	a1.85	c5¢	.75	7.60
1	2.75	1¼	4.81	6.30	1.26	c3½	.75	5.51	8.10	1.62	2.75	1¼	5.62
1	2¢	1¼	4.26	6.30	1.58	c3½	.75	5.83	8.10	2.03	2	1¼	5.28
	2¢	1¼	4.75	6.30	2.3	d6.	.75	9.05	8.10	2.10	2	1¼	5.35
5	2¢	1¼	4.6	6.30	2.10	c3½	.75	6.35	8.10	2.70	2	1¼	5.95

Based on average weight of 525 lbs. per bale.
ıding and unloading charges not separately shown.
15¢ per bale.
erson's ICC 88, Gulf Coast Lines ICC A-672, Galveston Wharf Company ICC 28.

NOTE ONE.—No wharfage charges are assessed against cotton moving coastwise in connection with the Morgan Line or Mallory Line. The steamship lines take care of same.

NOTE TWO.—On export cotton handled over Illinois Central Rr. piers at New Orleans no wharfage charge is assessed.

Tariff references:
A. C. Fonda's I. C. C. 175.
W. P. Emerson's I. C. C. 88.
I.-G. N. Rr. I. C. C. 885.
Gulf Coast Lines I. C. C. A-672.
Galveston Wharf Co., I. C. C. 28.

(Here follows side folio page 85-15)

[fol. 86] **Exhibit No. A-156**

Galveston Cotton Compress and Warehouse Company, Galveston, Texas

Following is cost per bale of delivering to and loading cars at the plant of the Galveston Cotton Compress & Warehouse Company, Galveston, Texas.

Delivering greatest distance, 1,050 feet, .13 3/10 cents per b/c (20 men trucking 60 bales of cotton per hour, wages 40¢ per hour).

Delivering shortest distance, 25 feet, .05 3/10 cents per b/c (8 men trucking and handling 60 bales of cotton per hour, wages .40¢ per hour).

Delivery to Trucks or Drays

Delivering greatest distance, 525 feet, .06 6/10 cents per b/c (10 men trucking and handling 60 bales of cotton per hour, wages .40¢ per hour).

Delivery shortest distance, 30 feet, .04¢ per bale cotton (6 men trucking and handling 60 bales of cotton per hour, wages .40¢ per hour).

The above costs are for labor only and does not include any overhead expense or depreciation on equipment and facilities used in performing the service.

[fol. 87] **Exhibit No. A-176**

I. C. C. Dockets Nos. 14940, 13991, and 11965. R. C. T. Docket No. 2256

Composite statement showing: (1) the total number of bales flat (uncompressed) cotton originating Texas points and delivered at Galveston and Houston, Texas, during the 1923-24 and 1924-25 cotton seasons; (2) the number of such flat bales that moved from and past compresses; (3) the percentage of flat cotton that moved from and past compresses; and (4) the bales moved from and past compresses that originated points under 160 miles, over 160 miles and over 210 miles from the Ports.

	1923-24	1924-25
(1) Total flat (uncompressed) Bales Delivered	490,008	559,735
(2) Number of such flat bales moved from and past compresses	393,476	434,793
(3) Per cent of Total	80.3%	77.6%
(4) Bales moved flat from and past compresses:		
(a) From points where "flat" rate is lower than "C. I. T." rate (160 miles and less)	107,139	127,097
(b) From points where "flat" and "C. I. T." rates are the same (Over 160 miles)	286,337	307,696
(c) From maximum Rate Territory (Over 210 miles)	218,576	233,958
(5) Percentage of flat cotton moving from and past compresses that originates in maximum rate territory	55.5%	53.8%

(c) Is included in (b).

[fol. 88]

Exhibit No. A-186

I. C. C. Dockets 11965, 13,991, and 14940

Statement of Car Detention at Galveston on Export Traffic for the Period August 1st, 1924, to July 31st, 1925

All Railroads

Cotton moving under through bills of lading				Cotton moving under local bills of lading marked for export		
No. of cars	Total detention	Average detention	Months	No. of cars	Total detention	Average detention
62	72	1.16	August, 1924	296	356	1.20
328	519	1.58	September, 1924	770	1,517	1.97
996	2,184	2.19	October, 1924	818	2,204	2.69
1,172	3,689	3.15	November, 1924	485	1,866	3.85
1,100	5,036	4.58	December, 1924	583	2,304	3.95
969	5,110	5.27	January, 1925	468	1,958	4.18
566	1,731	3.06	February, 1925	268	733	2.74
235	638	2.71	March, 1925	303	884	2.92
88	224	2.55	April, 1925	176	557	3.16
29	83	2.86	May, 1925	137	259	1.89
11	27	2.45	June, 1925	38	77	2.03
38	97	2.55	July, 1925	19	27	1.42
5,594	19,410	3.47	Totals	4,361	12,642	2.90

[fol. 89] Statement of Car Detention at Galveston on Shipments of Cotton Moving under Through Export Bills of Lading for the Months of October, November, and December, 1924

Roads	No. of cars	Total detention	Average detention
October, 1924			
G. C. & S. F.	178	339	1.90
G. H. & S. A.	283	664	2.35
I.-G. N.	311	724	2.33
M. K. T.	224	457	2.04
Totals	996	2,184	2.19
November, 1924			
G. C. & S. F.	256	777	3.04
G. H. & S. A.	221	734	3.32
I.-G. N.	361	1,216	3.37
M. K. T.	334	962	2.88
Totals	1,172	3,689	3.15
December, 1924			
G. C. & S. F.	256	1,215	4.75
G. H. & S. A.	235	976	4.15
I.-G. N.	290	1,308	4.51
M. K. T.	319	1,537	4.82
Totals	1,100	5,036	4.58
Recapitulation			
G. C. & S. F.	690	2,331	3.38
G. H. & S. A.	739	2,374	3.21
I.-G. N.	962	3,248	3.38
M. K. T.	877	2,956	3.37
Totals	3,268	10,909	3.34

[fol. 90] Statement of Car Detention at Galveston on Shipments of Cotton Moving under Through Export Bills of Lading for the Months of October, November. and December, 1925

Roads	No. of cars	Total detention	Average detention
October, 1925			
G. C. & S. F.	131	306	2.34
G. H. & S. A.	152	321	2.11
I.-G. N.	174	286	1.64
M. K. T.	138	322	2.33
Totals	595	1,235	2.08
November, 1925			
G. C. & S. F.	168	311	1.85
G. H. & S. A.	178	358	2.01
I.-G. N.	189	281	1.49
M. K. T.	166	389	2.34
Totals	701	1,339	1.91
December, 1925			
G. C. & S. F.	64	132	2.06
G. H. & S. A.	148	360	2.43
I.-G. N.	127	262	2.06
M. K. T.	111	327	2.95
Totals	450	1,081	2.40
Recapitulation			
G. C. & S. F.	363	749	2.06
G. H. & S. A.	478	1,039	2.17
I.-G. N.	490	829	1.69
M. K. T.	415	1,038	2.50
Totals	1,746	3,655	2.09

[fol. 91]

Exhibit No. A-187

I. C. C. Dockets 11965, 13991, and 14940

Statement of Car Detention at Houston on Export Shipments of Cotton for the Period August 1st, 1924, to July 31st, 1925

All Railroads

Cotton moving under through export bills of lading				Cotton moving under local bills of lading marked for export		
No. of cars	Total detention	Average detention	Months	No. of cars	Total detention	Average detention
6	6	1.00	August, 1924	9	11	1.22
102	163	1.60	September, 1924	66	94	1.42
116	188	1.62	October, 1924	35	56	1.60
206	457	2.22	November, 1924	38	68	1.79
205	825	4.02	December, 1924	47	109	2.32
185	414	2.24	January, 1925	43	117	2.72
134	320	2.39	February, 1925	8	17	2.12
127	246	1.94	March, 1925	18	28	1.56
52	105	2.02	April, 1925	3	5	1.67
18	39	2.17	May, 1925	2	2	1.00
3	7	2.33	June, 1925	6	13	2.17
36	66	1.83	July, 1925	3	3	1.00
1,190	2,836	2.38	Totals	278	523	1.88

[fol. 91-1] I. C. C. Dockets 11965, 13991, and 14940

Statement of Car Detention at Houston on Shipments of Cotton Moving under Through Export Bills of Lading for the Months of October, November, and December, 1924

Roads	No. of cars	Total detention	Average detention
October, 1924			
B. S. L. & W.	..	..	....
G. C. & S. F.	29	45	1.55
G. H. & S. A.	36	46	1.28
I.-G. N.	14	32	2.29
M. K. T.	35	58	1.66
St. L. B. & M.	..	..	....
T. & B. V.	2	7	3.50
Totals	116	188	1.62
November, 1924			
B. S. L. & W.	3	6	2.00
G. C. & S. F.	36	90	2.50
G. H. & S. A.	37	58	1.57
I.-G. N.	38	71	1.87
M. K. T.	59	134	2.27
St. L. B. & M.	..	..	....
T. & B. V.	33	98	2.97
Totals	206	457	2.22
December, 1924			
B. S. L. & W.	..	..	....
G. C. & S. F.	53	220	4.15
G. H. & S. A.	24	39	1.62
I.-G. N.	42	176	4.19
M. K. T.	62	301	4.85
St. L. B. & M.	..	..	....
T. & B. V.	24	89	3.71
Totals	205	825	4.02

Recapitulation

Roads	No. of cars	Total detention	Average detention
B. S. L. & W.	3	6	2.00
G. C. & S. F.	118	355	3.01
G. H. & S. A.	97	143	1.47
I.-G. N.	94	279	3.07
M. K. T.	156	493	3.16
St. L. B. & M.	..	..	....
T. & B. V.	59	194	3.29
Totals	527	1,470	2.79

[fol. 91-2] I. C. C. Dockets 11965, 13991, and 14940

Statement of Car Detention at Houston and Shipments of Cotton Moving under Through Export Bills of Lading for the Months of October, November, and December, 1925

Roads	No. of cars	Total detention	Average detention
October, 1925			
B. S. L. & W.	..	..	....
G. C. & S. F.	37	106	2.86
G. H. & S. A.	48	54	1.12
I.-G. N.	69	91	1.32
M. K. T.	62	116	1.87
St. L. B. & M.	..	..	....
T. & B. V.	8	14	1.75
Totals	224	381	1.70
November, 1925			
B. S. L. & W.	..	..	....
G. C. & S. F.	24	51	2.12
G. H. & S. A.	21	30	1.43
I.-G. N.	31	55	1.77
M. K. T.	38	79	2.08
St. L. B. & M.	..	..	....
T. & B. V.	5	11	2.20
Totals	119	226	1.90

Roads	No. of cars	Total detention	Average detention
December, 1925			
B. S. L. & W.	..	..	....
G. C. & S. F.	22	80	3.64
G. H. & S. A.	23	25	1.09
I.-G. N.	10	21	2.10
M. K. T.	40	108	2.70
St. L. B. & M.	..	..	....
T. & B. V.	17	43	2.53
Totals	112	277	2.47
Recapitulation			
B. S. L. & W.	..	..	....
G. C. & S. F.	83	237	2.86
G. H. & S. A.	92	109	1.18
I.-G. N.	110	167	1.52
M. K. T.	140	303	2.16
St. L. B. & M.	..	..	....
T. & B. V.	30	68	2.27
Totals	455	884	1.94

(Here follows Exhibit A-189, marked side folio pages 92, 92-1, 92-2, 92-3, 92-4, 92-5, and 92-6)

I. C. C. DOCKET 14940 ET AL

STATEMENT S

AT HO

EFFECT

FIGURES SHOWN HEREIN, EXCEPT WHERE INDIC

HOUSTON, TEXAS
JUNE 1, 1926

I. C. C. DOCKET 14940 ET AL

EXHIBIT NO. A 189
WITNESS Lee Rud
8 PAGES

STATEMENT SHOWING CERTAIN INFORMATION AS TO RECEIPT AND DISPOSITION OF COTTON AT HOUSTON AND GALVESTON, TEXAS SEASON 1924-1925 ALSO THE EFFECT UPON CARRIERS' REVENUE OF THE "ONE RATE" PLAN

FIGURES SHOWN HEREIN, EXCEPT WHERE INDICATED TO THE CONTRARY, WERE OBTAINED FROM THE RECORDS OF THE CARRIERS

HOUSTON, TEXAS
JUNE 1, 1926

PLANOGRAPHED BY JOHN S. SWIFT CO. ST. LOUIS

I. C. C. DOCKET 14940 ET AL.

EXHIBIT NO. D-189
WITNESS Bird

STATEMENT SHOWING THE NUMBER OF BALES OF COTTON RECEIVED AT HOUSTON AND GALVESTON DURING THE SEASON 1924-1925, SEGREGATED BY STATES OF ORIGIN.

FROM	AT HOUSTON	AT GALVESTON	TOTAL
Texas	2,267,333	2,961,850	5,229,183
Arkansas	24,802	51,128	75,930
Oklahoma	294,461	622,867	917,328
Louisiana	22,506	49,307	71,813
California	4,055	11,667	15,722
Arizona	5,056	23,386	28,442
New Mexico	17,174	18,136	35,310
Colorado	9	-	9
Mississippi	797	543	1,340
Georgia	7	-	7
Missouri	-	30	30
New York	45	-	45
Tennessee	6	137	143
Total	2,636,251	3,739,051	6,375,302
Less reshipments from Houston to Galveston	534,323		534,323
	2,101,928		5,840,979

STATEMENT SHOWING THE NUMBER OF BALES OF COTTON RE-HANDLED AT HOUSTON AND GALVESTON TEXAS DURING THE SEASON 1924-25 BY EACH MODE OF TRANSPORTATION VIZ., DRAY, BARGE AND CARS.

BY	AT HOUSTON	AT GALVESTON
Barge	x 90,542	None.
Cars	(x)906,000	None.
Dray	#	(.) 1,096,784

Figures not available as record is not kept by drayage companies.
x Furnished by the Barge Lines. (5,802 from one waterfront plant to another)
(.)Furnished by the Dray Lines
(x) 763,880 bales from back of waterfront facilities
142,120 bales from one waterfront facility to another waterfront facility.
906,000

92-1

EXHIBIT NO._____

I. C. C. DOCKET 14940 ET AL.

WITNESS_____
Page 3.

STATEMENT SHOWING THE NUMBER OF BALES OF COTTON HANDLED AT HOUSTON, TEXAS, SEASON 1924-1925

SEPARATING COTTON ORIGINATING IN TEXAS FROM OTHER COTTON; COTTON HANDLED AT WATERFRONT FACILITIES FROM COTTON HANDLED BACK OF WATERFRONT:

ALSO NUMBER OF BALES OF TEXAS COTTON GIVEN FIRST CONCENTRATION AT INTERIOR POINTS AND COTTON RESHIPPED FROM HOUSTON BY RAIL.

		A	B	C
1.	a. Number bales Texas cotton delivered to compresses and warehouses back of waterfront on intrastate rate		1,223,783	
	b. Number bales Texas cotton delivered to compresses and warehouses on waterfront on intrastate rate		984,625	
	c. Total number bales Texas cotton delivered on intrastate rate			2,208,408
	d. Percent (c) delivered back of waterfront	55.415		
	e. Percent (c) delivered on waterfront	44.585		
2.	a. Number bales Texas cotton on through export bills of lading		56,814	
	b. Number bales Texas cotton on through coastwise bills of lading		2,111	
			58,925	
3.	a. Grand total Texas cotton delivered at Houston by rail			2,267,333
	b. Grand total cotton from all states delivered at Houston by rail			2,636,251
	c. Percent of total cotton arriving Houston by rail which originated in Texas	85.6		
4.	a. Number bales Texas cotton accorded first concentration at an interior point and delivered at port on intrastate rate		274.175	
	b. Proportion delivered at plants back of waterfront (55.415 percent of 274,175)		151,934	
	c. Proportion delivered at plants on waterfront (44.585 percent of 274,175)		122,241	
5.	a. Number of bales cotton from all states reshipped from Houston to the Southeast, Pacific Coast, New Orleans and Galveston		838,373	
	b. Texas cotton included in 5.a (85.6 percent of 838,373)		717,647	
6.	a. Re-Shipments from Houston to the Southeast, Pacific Coast and New Orleans		304,050	
	b. Texas cotton included in 6.a (85.6 percent of 304,050)		260,267	
	c. Proportion of 6.b from plants back of waterfront (55.415 percent of 260,267)		144,227	
	d. Proportion of 6.b from plants on waterfront (44.585 percent of 260,267)		116,040	
7.	a. Re-shipments to Galveston		534,323	
	b. Texas cotton included in 7.a (85.6 percent of 534,323)		457,380	
	c. Proportion of 7.b from plants back of waterfront (55.415 percent of 457,380)		253,457	
	d. Proportion of 7.b from plants on waterfront (44.585 percent of 457,380)		203,923	

		D	E	F	G
		HANDLED BACK OF WATERFRONT		HANDLED AT WATERFRONT	
8.	Rail receipts-Texas cotton moving on intrastate rate-1.a & 1.b		1,223,783		984,625
9.	Deduct Texas cotton concentrated at interior-4.b & 4.c	151,934		122,241	
10.	Deduct Texas cotton re-shipped to interstate points by rail-6.c & 6.d	144,227		116,040	
11.	Deduct Texas cotton re-shipped to and via Galveston-7.b	253,457		203,923	
	Total.	-------	549,618	-------	442,204
12.	Number bales Texas cotton finally exported or re-shipped coastwise from Houston by owners independent of carriers		674,165		542,421

NOTE: Figures making reference to note are taken from the annual report of the Houston Cotton Exchange.

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EXHIBIT NO._____

I. C. C. DOCKET 14940 ET AL.

WITNESS_____

STATEMENT SHOWING THE NUMBER OF BALES OF COTTON HANDLED AT GALVESTON, TEXAS, SEASON 1924-1925

SEPARATING COTTON ORIGINATING IN TEXAS FROM OTHER COTTON; COTTON HANDLED AT WATERFRONT FACILITIES AND COTTON HANDLED BACK OF THE WATERFRONT;
ALSO NUMBER OF BALES OF TEXAS COTTON GIVEN FIRST CONCENTRATION AT INTERIOR POINTS AND COTTON RE-SHIPPED FROM GALVESTON BY RAIL

		A	B	C
1.	a. Number bales Texas cotton delivered to compresses and warehouses back of waterfront on intrastate rate		1,381,657	
	b. Number bales Texas cotton delivered to warehouses and compresses on waterfront at intrastate rate		520,232	
	c. Total number bales Texas cotton delivered on intrastate rate			1,901,889
	d. Percent of Texas cotton delivered on intrastate rate which was delivered to plants back of waterfront	72.64		
	e. Percent of Texas cotton delivered on intrastate rate which was delivered to plants on waterfront	27.36		
2.	a. Number bales Texas cotton on through export bills of lading		417,551	
	b. Number bales Texas cotton on through coastwise bills of lading		333,403	
	c. Number bales Texas cotton on bills of lading to the port on which export rate was paid		309,007	
			1,059,961	
3.	a. Grand total Texas cotton moving to Galveston by rail			2,961,850
	b. Grand total cotton from all states moving to Galveston by rail on depot delivery or 80# scale basis			2,540,875
	c. Percent of 3.b which originated in Texas	74.85		
4.	a. Number bales Texas cotton accorded first concentration at an interior point and delivered on 80# scale basis		505,211	
	b. Proportion delivered to plants back of waterfront (72.64 percent of 505,211)		366,985	
	c. Proportion delivered to plants on waterfront (27.36 percent of 505,211)		138,226	
5.	a. Number bales cotton from all states re-shipped from Galveston to interstate destinations by rail-See Note		184,598	
	b. Texas cotton included in 5.a (74.85 percent of 184,598)		138,172	
6.	a. Re-shipments from Galveston-Texas Cotton		138,172	
	b. Proportion of Texas cotton re-shipped from Galveston moving from plants back of waterfront (72.64 percent of 138,172)		100,368	
	c. Proportion of Texas cotton re-shipped from Galveston moving from waterfront (27.36 percent of 138,172)		37,804	

		D	E	F	G
		HANDLED BACK OF WATERFRONT		HANDLED AT WATERFRONT	
7.	Rail receipts-Texas cotton moving on intrastate rate-1.a & 1.b		1,381,657		520,232
8.	Deduct Texas cotton concentrated at interior-4.b & 4.c	366,985		138,226	
9.	Deduct Texas cotton re-shipped from Galveston by rail to interstate points-6.b & 6.c	100,368		37,804	
	Total.		467,353		176,030
10.	Number bales Texas cotton finally exported or re-shipped to coastwise destinations by owners independent of carriers		914,304		344,202

NOTE: Figures making reference to note are taken from the annual report of the Galveston Cotton Exchange.

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I. C. C. DOCKET 14940 ET AL.

EXHIBIT NO._____

WITNESS_____

TEXAS COTTON
STATEMENT SHOWING THE EFFECT UPON CARRIERS' REVENUE OF THE 'ONE RATE' PLAN.
USING RATE OF 83¢ per 100 POUNDS
AND
AN ALLOWANCE OF 20¢ PER BALE FOR DELIVERY TO SHIPSIDE FROM NON-ADJACENT AND BACK OF WATERFRONT FACILITIES AND ALLOWANCES OF 20¢, 15¢, 10¢ and 5¢ PER BALE FOR DELIVERY TO SHIPSIDE FROM ADJACENT PLANTS.
(BASED ON WEIGHT OF 500 POUNDS PER BALE)

	EXPLANATION	AT HOUSTON						AT GALVESTON						TOTAL LOSS OR GAIN IN REVENUE	
		BACK OF WATERFRONT			AT WATERFRONT			BACK OF WATERFRONT			AT WATERFRONT			$	¢per bale¢
		Bales	¢	$	Bales	¢	$	Bales	¢	$	Bales	¢	$		
		A	B	C	D	E	F	G	H	I	J	K	L	M	N
1.	Increase in revenue on cotton re-shipped export and coastwise.	674,165	x20¢	134,833.00	542,421	x20¢	108,484.20	914,304	x20¢	182,860.80	344,202	x20¢	68,840.40		
2.	Cost to carrier of getting this cotton to shipside wharf.	674,165	20¢	134,833.00	542,421	20¢	108,484.20	914,304	20¢	182,860.80	344,202	20¢	68,840.40		
3.	Reduction in revenue.			0.00			0.00			0.00			0.00		
4.	Increase in revenue on cotton concentrated at interior points.	151,934	15¢	22,790.10	122,241	15¢	18,336.15	366,985	15¢	55,047.75	138,226	15¢	20,733.90		
5.	Total			a22,790.10			a18,336.15			a55,047.75			a20,733.90		
6.	Total Increase at and back of waterfront.						a41,126.25						a75,781.65		
7.	Reduction in revenue on cotton handled on through export and coastwise bills of lading.				58,925	2½¢	d 1,473.12				1,059.961	2½¢	d26,499.03		
8.	Net increase or decrease all cotton						a39,653.13						a49,282.62	a 88,935.75	2.3
9.	If allowance for getting cotton from waterfront plants to adjacent shipside wharf is reduced to 15¢ per bale loss in revenue will be reduced or gain increased by				¢415,731	5¢	a20,786.55				¢ 86,050	5¢	a 4,302.50	a	
	Making total loss or gain of:-						a60,439.68						a53,585.12	114,024.80	2.6
10.	If this allowance is made 10¢ per bale, correction is:				¢415,731	10¢	a41,573.10				¢ 86,050	10¢	a 8,605.00	a	
	Making total loss or gain:-						a81,226.23						a57,887.62	139,113.85	3.1
11.	If this allowance is made 5¢ per bale, correction is:-				¢415,731	15¢	a62,359.65				¢ 86,050	15¢	a12,907.50	a	
	Making total loss or gain:-						a102,012.78						a62,190.12	164,202.90	3.7

a- Increase or positive amount. d- Decrease on negative amount.
x- Due to the present 1¢ per cwt unloading allowance an advance of 3¢ per cwt is treated as 4¢:
¢- The evidence in I.C.C. Docket 14940 shows that 75% of the cotton delivered to waterfront plants at Galveston is drayed to other piers for loading to vessels (100-I.C.C.-160-161); the remainder (25%) amounts to 86,050 bales.
¢ Based on total receipts Texas cotton at Houston and Galveston 4,373,364 bales.
¢ Of the 542,421 bales shown in Item 2 above, 126,690 bales were moved in cars or by barge to vessel at other docks; the remainder 415.731 bales, was loaded on vessels at adjacent wharves.

I. C. C. DOCKET 14940 ET AL.

EXHIBIT NO._____
WITNESS_____
Page 6

TEXAS COTTON
STATEMENT SHOWING THE EFFECT UPON CARRIERS' REVENUE OF THE 'ONE RATE' PLAN

USING RATE OF 82½¢ PER 100 POUNDS
AND
ALLOWANCES OF 20¢ PER BALE FOR DELIVERY TO SHIPSIDE FROM NON-ADJACENT AND BACK OF WATERFRONT FACILITIES AND ALLOWANCES OF 20¢, 15¢, 10¢, and 5¢ PER BALE FOR DELIVERY TO SHIPSIDE FROM ADJACENT PLANTS.
(BASED ON WEIGHT OF 500 POUNDS PER BALE)

EXPLANATION	AT HOUSTON						AT GALVESTON						TOTAL LOSS OR GAIN IN REVENUE	
	BACK OF WATERFRONT			AT WATERFRONT			BACK OF WATERFRONT			AT WATERFRONT				
	BALES	¢	$	BALES	¢	$	BALES	¢	$	BALES	¢	$	$	¢ per bale ≠
	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1. Increase on cotton re-shipped export and coastwise.	674,165	x17½¢	117,978.88	542,421	x17½¢	94,923.68	914,304	x17½¢	160,003.20	344,202	x17½¢	60,235.35		
2. Cost to carrier of getting this cotton to shipside wharf.	674,165	20¢	134,833.00	542,421	20¢	108,484.20	914,304	20¢	182,860.80	344,202	20¢	68,840.40		
3. Reduction in revenue.			d16,854.12			d13,560.62			d22,857.60			d 8,605.05		
4. Increase on cotton concentrated at the interior	151,934	12½¢	a18,991.75	122,241	12½¢	a15,280.12	366,985	12½¢	a45,873.12	138,226	12½¢	a17,278.25		
5. Total			a 2,137.63			a 1,719.60			a23,015.52			a 8,673.20		
6. Total increase at and back of waterfront						a 3,857.23						a31,688.72		
7. Reduction in revenue on cotton handled on through export and coastwise bills of lading.				58,925	5¢	d 2,946.25				1,059,961	5¢	d52,998.05		
8. Net increase or decrease all cotton						a 910.98						d21,309.33	d20,398.35	0.42
9. If allowance for getting cotton from waterfront plants to adjacent shipside wharf is reduced to 15¢ per bale loss in revenue will be reduced or gain increased by;				¥415,731	5¢	a20,786.55				≠ 86,050	5¢	a 4,302.50		
Making total loss or gain of;						a21,697.53						d17,006.83	a 4,690.70	0.1
10. If this allowance is made 10¢ per bale, correction becomes:-				¥415,731	10¢	a41,573.10				≠ 86,050	10¢	a 8,605.00		
Making total loss or gain of;						a42,484.08						d12,704.33	a29,779.75	0.67
11. If this allowance is made 5¢ per bale, correction becomes:-				¥415,731	15¢	a62,359.65				≠ 86,050	15¢	a12,907.50		
Making total loss or gain of;						a63,270.63						d 8,401.83	a54,868.80	1.2

a- Increase or positive amount
d- Decrease or negative amount.

x Due to the present 1¢ per cwt unloading allowance an advance of 2½¢ per cwt is treated at 3½¢
≠ The evidence in I.C.C.Docket 14940 shows that 75% of the cotton delivered to waterfront plants at Galveston is drayed to other piers for loading to vessels(100-I.C.C. -160-161.); the remainder (25%) amounts to 86,050 bales.
¥ Based on total receipts Texas cotton at Houston and Galveston - 4,373,364 bales.
¢ Of the 542,421 bales shown in Item 2 above,126,690 bales were moved in cars or by barge to vessels at other docks;the remainder 415,731 bales, was loaded at adjacent wharves.

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I. C. C. DOCKET 14940 ET AL.

EXHIBIT NO._____

WITNESS_____

Page 7.

TEXAS COTTON

STATEMENT SHOWING THE EFFECT UPON CARRIERS' REVENUE OF THE 'ONE RATE' PLAN

USING RATE OF 82¢ PER 100 POUNDS

AND

ALLOWANCES OF 20c PER BALE FOR DELIVERY TO SHIPSIDE FROM NON-ADJACENT AND BACK OF WATERFRONT FACILITIES AND ALLOWANCES OF 20¢, 15¢, 10¢, and 5¢ PER BALE FOR DELIVERY TO SHIPSIDE FROM ADJACENT PLANTS.

(BASED ON WEIGHT OF 500 POUNDS PER BALE)

EXPLANATION	AT HOUSTON						AT GALVESTON						TOTAL LOSS OR GAIN IN REVENUE	
	BACK OF WATERFRONT			AT WATERFRONT			BACK OF WATERFRONT			AT WATERFRONT				
	Bales	¢	$	Bales	¢	$	Bales	¢	$	Bales	¢	$	$	¢ per bale
	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1. Increase in revenue on cotton re-shipped export and coastwise	674,165	x15¢	101,124.75	542,421	x15¢	81,363.15	914,304	x15¢	137,145.60	344,202	x15¢	51,630.30		
2. Cost to carrier of getting this cotton to shipside wharf	674,165	20¢	134,833.00	542,421	20¢	108,484.20	914,304	20¢	182,860.80	344,202	20¢	68,840.40		
3. Reduction in revenue			d33,708.25			d27,121.05			d45,715.20			d17,210.10		
4. Increase in revenue on cotton concentrated at interior	151,934	10¢	a15,193.40	122,241	10¢	a12,224.10	366,985	10	a36,698.50	138,226	10	a13,822.60		
5. Total increase or decrease			d18,514.85			d14,896.95			d 9,016.70			d 3,387.50		
6. Total decrease at and back of waterfront			.....			d33,411.80						d12,404.20		
7. Reduction in revenue on cotton handled on through export and coastwise bills of lading				58,925	7½¢	d 4,419.37				1,059,961	7½¢	d79,497.07		
8. Net increase or decrease all cotton						d37,831.17						d91,901.27	d129,732.44	2.9
9. If allowance for getting cotton from waterfront plants to adjacent shipside wharves is reduced to 15¢ per bale, loss in revenue will be reduced or gain increased by:-				¢415,731	5¢	a20,786.55				¢86,050	5¢	a 4,302.50		
Making total loss or gain of:-						d17,044.62						d87,598.77	d104,643.39	2.4
10. If this allowance is made 10¢ per bale, correction is:-				¢415,731	10¢	a41,573.10				¢86,050	10¢	a 8,605.00		
Making total loss or gain of:-						a 3,741.93						d83,296.27	d 79,554.34	1.8
11. If this allowance is made 5¢ per bale, correction is:-				¢415,731	15¢	a62,359.65				¢86,050	15¢	a12,907.50		
Making total loss or gain of:-						a24,528.48						d78,993.77	d 54,465.29	1.2

a--Increase or positive amount. d--Decrease or negative amount.

x--Due to the present 1¢ per cwt unloading allowance, an advance of 2¢ per cwt is treated as 3¢.

¢ The evidence in I.C.C. Docket 14940 shows that 75% of the cotton delivered to waterfront plants at Galveston is drayed to other piers for loading to vessels (100-I.C.C.-160-161); the remainder (25%) amounts to 86,050 bales.

* Based on total receipts Texas cotton at Houston and Galveston-4,373,364 bales.

¢ Of the 542,421 bales in Item 2 above, 126,690 bales were moved in cars or by barge to vessels at other docks; the remainder, 415,731 bales, was loaded on vessels at adjacent wharves.

TEXAS COTTON

RECAPITULATION

EFFECT UPON REVENUE IN CENTS PER BALE AND TOTAL REVENUE -- TEXAS COTTON
BASED ON TOTAL RECEIPTS TEXAS COTTON AT HOUSTON & GALVESTON -- 4,373,364 BALES.

Rate	Allowance of 20¢ per bale for delivering to shipside from back of Waterfront and from non-adjacent waterfront plants; and allowances shown below for delivery to shipside from adjacent waterfront plants:							
	20¢		15¢		10¢		5¢	
	$	per bale	$	per bale	$	per bale	$	per bale
83¢	a 88,935.75	a 2.3¢	a 114,024.80	a 2.6¢	a 139.113.85	a 3.1¢	a 164,202.90	a 3.7¢
82½¢	d 20,398.35	d 0.47¢	a 4,690.70	a 0.1¢	a 29,779.75	a 0.67¢	a 54,868.80	a 1.2¢
82	d 129,732.44	d 2.9¢	d 104,643.39	d 2.4¢	d 79,554.34	d 1.8¢	d 54,465.29	d 1.2¢

Each reduction of ½¢ per 100 pounds in rate below 83 cents creates reduction in revenue of: -- - - 109,334.10

Each increase of 5¢ per bale in allowance creates decrease in revenue of: - - - - - - - - - - - - 25,089.05

a-increase d-decrease

[fol. 93]

Exhibit No. A-190, S. G. Reed

I. C. C. Dockets 11965, 13991, and 14940

Application of Rates on Cotton to Gulf Ports

Statement Showing the Effect upon Carrier's Revenue of the "One-rate" Plan Applied to 909,787 (See Note) Bales of Cotton from Arkansas, Oklahoma, Louisiana, Based upon Result per Bale on Revenue on Cotton Moving from Texas Points to Galveston and Houston During the 1924-25 Season

If rate is related to Texas rate of	With allowance of 20¢ per bale for delivery to shipside from back of waterfront facilities and allowance as shown below for delivery to shipside from plants located on waterfront adjacent to wharf			
	20¢ per bale	15¢ per bale	10¢ per bale	5¢ per bale
83¢	a$20,925.10	a$23,604.46	a$28,203.39	a$33,662.12
82½¢	d4,275.99	a907.78	a6,095.57	a10,917.44
82¢	d26,383.82	d21,834.88	d16,376.16	d10,917.44

a—Advance in revenue. d—Loss in Revenue.

NOTE.—Figures on pages 2 of Exhibit No. A-189 indicate that 1,065,071 bales of Arkansas-Oklahoma-Louisiana Cotton were received at Houston and Galveston. The Galveston receipts include 71,480 bales from these States that were reshipped from Houston, and this figure deducted from 1,065,071 leaves 993,591 bales net receipts at both ports from these States. Of the 993,591 bales, 83,804 were reshipped under transit to the Southeast, Pacific Coast, New Orleans and other interstate destinations, leaving 909,787 bales that were put aboard vessels.

[fol. 94] **Exhibit No. A-191, Witness S. G. Reed**

I. C. C. Dockets 11965, 13991, and 14940

Application of Rates on Cotton to Gulf Ports

Statement Showing the Effect upon Carriar's Revenue of the "One-rate" Plan When Applied to Cotton Originating in Texas, Arkansas, Oklahoma, Louisiana, and Moved to Galveston and Houston During the 1924-25 Season

Total, 5,283,151 Bales

If rate is related to Texas rate of	With allowance of 20¢ per bale for delivery to shipside from back of waterfront facilities and non-adjacent waterfront plants and allowances as shown below for delivery to shipside from adjacent waterfront plants			
	20¢ per bale	15¢ per bale	10¢ per bale	5¢ per bale
83¢	a$121,512.47 #2.3¢	a$137,361.93 #2.6¢	a$163,777.68 #3.1¢	a$195,476.59 #3.7¢
82½¢	d24,830 87 #47/100¢	a5,283.15 #1/10¢	a35,397.11 #67/100¢	a63,397.81 #1.2¢
82¢	d153,211.38 #2.9¢	d126,795.62 #2.4¢	d95,096.72 #1.8¢	d63,397.81 #1.2¢

a—Advance in revenue. d—Decrease in Revenue.

[fol. 95]

Exhibit No. A-192, W. B. Drake

Port Terminal Railroad Association

Statement Showing, by Months, Total Loaded Cars Handled, Total Cost of Operation and Average Cost of Handling Cars, by the Association for the Twelve Months' Period July 1st, 1924, to June 30th, 1925, and for the Ten Months' Period July 1st, 1925 to April 30th, 1926, and the Average Cost per Car Handled for Each Period

Period July 1st, 1924, to June 30, 1925			
Month	Total loaded cars handled	Total cost of operation	Average cost per loaded car
July, 1924	6,421	$30,374.93	$4.73
Aug., "	6,814	30,351.91	4.45
Sept., "	7,895	35,608.03	4.51
Oct., "	8,676	46,260.00	5.33
Nov., "	6,864	38,549.92	5.62
Dec., "	5,897	33,776.11	5.73
Jany., 1925	7,689	38,546.64	5.11
Feby., "	8,244	39,591.38	4.80
Mar., "	7,581	36,087.31	4.75
April, "	7,165	31,788.85	4.43
May, "	8,435	33,589.70	3.98
June, "	6,876	28,663.91	4.17
Total	88,557	$423,188.69	$4.79

Period July 1, 1925, to April 30, 1926			
Month	Total loaded cars handled	Total cost of operation	Average cost per loaded car
July, 1925	6,268	$31,942.11	$5.09
Aug., "	6,981	31,706.95	4.54
Sept., "	7,616	34,670.11	4.56
Oct., "	8,212	37,577.76	4.57
Nov., "	7,617	35,666.38	4.68
Dec., "	7,978	45,255.91	5.67
Jany., 1926	8,398	42,769.21	5.09
Feby., "	5,892	33,487.79	5.68
Mar., "	6,464	32,642.42	5.05
April, "	6,278	32,840.84	5.23
Total	71,704	$358,559.48	$5.00

[fol. 96] **Exhibit No. A-193, W. B. Drake**

Port Terminal Railroad Association

Statement of Detention of per Diem Cars

Dec., 1924	5.44 days
Jan., 1925	4.8 "
Feby., "	4.0 "
Mar., "	4.2 "
Apr., "	4.4 "
May, "	4.7 "
June, "	5.4 "
July, "	4.25 "
Aug., "	4.19 "
Sept., "	4.18 "
Oct., "	4.55 "
Nov., "	4.7 "
Dec., "	4.9 "
Jan., 1926	3.84 "
Feby., "	3.53 "
Mar., "	3.55 "
Apr., "	4.10 "
Average	4.45 days

[fol. 97] **Exhibit No. A-194, C. C. P. Rausch**

I. C. C. Docket 14940

St. Louis, Mo., March, 1926

Cotton Traffic (Missouri Pacific R. R.)

Calendar year	Tons	Per cent	Revenue	Per cent
1921	370,721	1.37	$2,824,402	3.43
1922	282,359	1.08	1,908,307	2.56
1923	216,107	0.66	1,547,072	1.80
1924	324,001	0.88	2,171,146	2.26
1925	404,830	1.00	2,481,637	2.38

Authority: Statistics Accounting Department.

Production of Cotton, Running Bales Counting Round as Half Bales

	Arkansas	United States
1921	788,047	7,977,778
1922	1,010,520	9,729,306
1923	643,643	10,170,694
1924	1,086,814	13,639,399
*1925	1,473,783	15,488,230

Department of Commerce Bulletin No. 158, "Cotton production and distribution," Washington, D. C., 1925.

*Preliminary Report, Department of Commerce, Bureau of the Census, Washington, January 23rd, 1926.

Exhibit No. A-196, Witness Rausch

I. C. C. Docket No. 14,940

St. Louis, March —, 1926

Rates, etc., on Cotton from Points on Mo. Pac. R. R. in Arkansas to Galveston, Tex., etc., and New Orleans, La.

Rates in Cents per 100 Pounds

To	Galveston, Tex.				New Orleans, La.			
			Rate				Rate	
From	Route	Miles	Domestic	Export	Route	Miles	Domestic	Export
Arkadelphia, Ark.	2	440	89	94	3	410	87	92
Austin, Ark.	2	531	90	95	4	464	87	92
Bald Knob, Ark.	2	562	91	96	8	465	87	92
Barton, Ark.	1	494	91	96	25	386	87	92
Batesville, Ark.	2	618	96	101	18	540	92	97
Benton, Ark.	2	482	90	95	11	432	87	92
Bridge Jct., Ark.	1	558	81.5	86.5	29	397	76.5	81.5
Brinkley, Ark.	17	530	91	96	30	422	87	92
Camden, Ark.	17	395	87	92	3	360	87	92
Chatfield, Ark.	1	538	81.5	86.5	29	417	76.5	81.5
Clarendon, Ark.	17	515	91	96	25	421	87	92
Conway, Ark.	2	536	96.5	101.5	4	469	93.5	98.5
Crossett, Ark.	1	422	91	96	32	317	87	92
Earle, Ark.	1	563	92	97	29	419	87	92
Elaine, Ark.	1	476	80.5	85.5	4	400	76.5	81.5
El Dorado, Ark.	33	389	89	94	11	328	87	92
Eudora, Ark.	1	418	81.5	86.5	31	300	76.5	81.5
Fair Oaks, Ark.	1	556	92	97	28	443	87	92
Farrell, Ark.	23	496	90	95	4	421	87	92
Felsenthal, Ark.	1	367	90	95	26	316	87	92
Forrest City, Ark.	1	528	92	97	25	417	87	92

Ft. Smith, Ark.	22	545	96.5	101.5	21	567	96.5	101.5
Gould, Ark.	1	443	91	96	31	367	87	92
Gurdon, Ark.	2	424	87	92	3	394	87	92
Halley, Ark.	1	413	80.5	85.5	31	330	76.5	81.5
Harrisburg, Ark.	1	567	92	97	25	456	87	92
Hartman, Ark.	19	605	96.5	101.5	4	545	93.5	98.5
Helena, Ark.	1	506	81.5	86.5	34	374	76.5	81.5
Hope, Ark.	2	392	87	92	15	380	87	92
Hot Springs, Ark.	12	485	95.5	100.5	13	440	93.5	98.5
Hoxie, Ark.	2	624	92	97	6	480	87	92
Jelks, Ark.	27	567	91	96	7	445	87	92
Kensett, Ark.	2	555	91	96	9	457	87	92
Kimball, Ark.	1	370	80	85	26	309	76.5	81.5
Knobel, Ark.	2	651	92	97	5	495	87	92
Lake Village, Ark.	1	403	80.5	85.5	31	315	76.5	81.5
Little Rock, Ark.	2	506	90	95	4	439	87	92
McGenee, Ark.	1	415	80.5	85.5	4	339	76.5	81.5
Malvern, Ark.	12	461	89	94	13	418	87	92
Marianna, Ark.	1	510	81.5	86.5	25	399	76.5	81.5
Monticello, Ark.	1	430	90	95	4	359	87	92
Montrose, Ark.	1	391	80	85	4	327	76.5	81.5
Nashville, Ark.	24	407	87	92	14	405	87	92
Nettleton, Ark.	1	585	92	97	6	454	87	92
Newport, Ark.	2	589	91	96	7	471	87	92
Okolona, Ark.	2	438	89	94	3	410	87	92
Paragould, Ark.	17	626	92	97	5	473	87	92
Pine Bluff, Ark.	17	462	90	95	4	397	87	92
Pine City, Ark.	1	513	91	96	25	405	87	92
Prescott, Ark.	2	407	87	92	14	395	87	92
Russellville, Ark.	2	581	96.5	101.5	4	514	93.5	98.5
Sheridan, Ark.	23	496	96.5	101.5	4	421	93.5	98.5
Van Buren, Ark.	20	557	96.5	101.5	21	573	96.5	101.5
Warren, Ark.	1	446	90	95	4	375	87	92
Watson, Ark.	1	436	80.5	85.5	4	360	76.5	81.5
Wynne, Ark.	1	543	92	97	25	432	87	92

Exhibit No. A-196—Continued

1. Mo. Pac.—Kinder—Gulf Coast Lines—Beaumont—G. C. & S. F.
2. Mo. Pac.—Texarkana—T. & P.—Shreveport—H. E. & W. T.
3. " " —El Dorado—C. R. I. & P.—Alexandria—L. R. & N.
4. " " —Tallulah—V. S. & I.—A. & W.—Jackson—I. C.
5. " " —Nettleton—Frisco—Memphis—I. C.
6. Frisco—Memphis—I. C.
7. C. R. I. & P.—Cotton Plant—M. & N. A.—Helena—Y. & M. V.—Jackson—I. C.
8. Mo. Pac.—Kensett—M. & N. A.—Helena—Y. & M. V.—Jackson—I. C.
9. M. & N. A.—Helena—Y. & M. V.—Jackson—I. C.
11. C. R. I. & P.—Alexandria—L. R. & N.
12. " —Camden—C. B.—Shreveport—H. & S.—H. E. & W. T.
13. " — " —Mo. Pac.—El Dorado—C. R. I. & P.—Alexandria—L. R. & N.
14. Mo. Pac.—Hope—L. & A.—Alexandria—L. R. & N.
15. L. & A.—Alexandria—L. R. & N.
17. St. L. S. W.—Shreveport—H. & S.—H. E. & W. T.—Houston—I. & G. N.
18. Mo. Pac.—Hoxie—Frisco—Memphis—I. C.
19. " " —Ft. Smith—K. C. S.—Beaumont—G. C. & S. F.
20. Frisco—Poteau—K. C. S.—Shreveport—H. & S.—H. E. & W. T.
21. " " " " —L. R. & N.
22. K. C. S.—Shreveport—H. & S.—H. E. & W. T.—Houston—I. & G. N.
23. Mo. Pac.—Pine Bluff—St. L. S. W.—Shreveport—H. & S.—H. E. & W. T.
24. G. N. & A.—Ashdown—K. C. S.— " " "
25. Mo. Pac.—Helena—Y. & M. V.—Jackson—I. C.
26. " —Ferriday—T. & P.
27. C. R. I. & P.—Brinkley—St. L. S. W.—Shreveport—So. Pac.
28. St. L. S. W.—Fargo—M. & N. A.—Helena—Y. & M. V.—Jackson—I. C.
29. Mo. Pac.—Memphis—I. C.
30. C. R. I. & P.—Wheatley—M. & N. A.—Helena—Y. & M. V.—Jackson—I. C.
31. Mo. Pac.—Tallulah—V. S. & P.—Jackson—I. C.
32. A. & L. M.—Bastrop—Mo. Pac.—Ferriday—T. & P.
33. C. R. I. & P.—Eunice—Beaumont—G. C. & S. F.
34. Y. & M. V.—Jackson—I. C.

Tariff Authority:

Mo. Pac. Tariff No. 215-L, I. C. C. No. A-6572.

[fol. 99] **Exhibit No. A-198**

I. C. C. Docket 14940 et al.

Application of Rates on Cotton to Gulf Ports

Statement showing movement of cotton through concentration points involving indirect or back-haul service as involved at points on the T. and P. Ry. in season beginning August 1, 1925; statement also shows average mile per bale on actual movement into compress compared with the average miles per bale into first compress point had shipments moved from origin to destination direct via junction shown

Data Taken from Claims Filed Prior to April 15, 1926

Transit point	Number of bales	Bale miles to transit point	Bale miles to first compress on direct route
Texarkana	438	10,459.0	19,530.5
Marshall	816	26,184.7	20,170.9
Mineola	60	1,208.0	1,540.0
Terrell	944	14,913.6	28,888.0
Fort Worth	1,649	19,608.5	55,115.6
Abilene	550	10,375.3	61,014.7
Dallas	2,107	64,037.5	73,297.6
Sweetwater	1,437	33,903.5	25,444.6
Colorado	655	11,490.8	6,783.7
Big Spring	1,800	18,720.0	48,780.0
El Paso	10,433	352,085.7	1,885,449.8
Clarksville	2,753	40,691.5	71,670.4
Paris	492	6,977.2	5,781.0
Honey Grove	923	10,728.3	10,688.0
Bonham	314	3,511.4	4,872.4
Sherman	822	20,795.9	51,119.7
Shreveport	3,291	117,316.0	185,494.6
Natchitoches	1,404	15,520.7	46,370.8
Alexandria	580	13,956.4	6,197.4
Bunkie	668	19,498.9	17,685.1
Opelousas	867	20,369.1	82,009.8
Total	33,003	832,352.0	2,707,924.6

Average Miles per Bale into Transit Point, 25.2 Miles.
" " " " " First
Compress Point on Direct Route, 81.3 Miles.
5/27/26.
HN.

[fol. 100]

Exhibit No. A-200

I. C. C. Docket No. 14940

Rates for Application on Cotton to Gulf Ports

Rates on Cotton, Carriers' Cost of Compression from Representative Points to New Orleans, La., Vicksburg, Miss., Memphis, Tenn., and St. Louis, Mo., on Domestic Traffic

Rates in Cents for 100 Pounds

To	New Orleans		Vicksburg		Memphis		St. Louis	
From	1917	1926	1917	1926	1917	1926	1917	1926
Alexandria, La.	45	74	..	..	53	83	63	95
Shreveport, "	49.5	80	..	..	50	80	60	91½
Dallas, Texas	64	96	73	107	73	107	73	107
Waco, "	64	96	73	107	73	107	73	107
Oklahoma City, Okla.	71½	105½	71½	105½	62	93½	70	103½
McAlester, Okla.	71½	105½	71½	105½	62	93½	70	103½

T&P Ry. Cotton No. 78-F, ICC 2294, 1917 Rates from La.
" " " " 78-K, " 3220, 1926 " " "
SW Lines Tariff No. 43-J, F. A. Leland's ICC No. 1185, from Texas, 1917.
SW Lines Tariff No. 43-0, F. A. Leland's ICC No. 1597, from Texas, 1926.
SW Lines Tariff No. 80-C, F. A. Leland's ICC No. 1187, from Oklahoma, 1917.
SW Lines Tariff No. 80-G, F. A. Leland's ICC No. 1776, from Oklahoma, 1926.

6/18/26.
IG.

[fol. 101]

Exhibit No. A-201, Witness Stakelum

I. C. C. Docket No. 14,940

Application of Rates on Cotton to Gulf Ports

Statement Showing Movement of Cotton in Bales to New Orleans, La., and Reshipments Account of West Side Carriers, also the Illinois Central and Y. & M. V. for the Year Aug. 1, 1924, to July 31, 1025

Character	Road	Originating in: Arkansas	Louisiana	Missouri	Oklahoma	Texas	Total Ark., La., Mo.	Total
Export under through bill of lading	GCL	108	232	....	001	714	....	1,055
	LR&N	33,851	944	....	2,519	38	....	37,352
	ML&T	13,414	1,204	88	475	115	....	15,296
	MoP	72,096	850	....	....	....	....	72,946
	T&P	4,873	3,888	572	1,304	6,646	....	17,283
	IC	13,674	....	1,946	1,163	....	....	16,783
Total		138,016	7,118	2,606	5,462	7,513	....	160,715
Export under B/L to port	GCL	....	....	....	....	....	....	....
	LR&N	....	....	....	....	....	....	....
	ML&T	4,584	14	311	396	1,166	....	6,471
	MoP	5,000	1,500	....	....	....	....	6,500
	T&P	1,080	1,550	....	725	1,086	....	4,441
	IC	17,453	11,820	1,344	951	....	....	31,568
Total		28,117	14,884	1,655	2,072	2,252	....	48,980
Total export		166,133	22,002	4,261	7,534	9,765	192,396	209,695

Exhibit No. A-201—Continued

Character	Road	Originating in: Arkansas	Louisiana	Missouri	Oklahoma	Texas	Total Ark., La., Mo.	Total
Coastwise on through B/L	GCL	....	....	....	....	....	....	....
	LR&N	....	1,353	....	....	....	....	1,353
	ML&T	....	799	....	....	....	....	799
	MoP	....	....	....	....	....	....	....
	T&P	....	11,607	....	....	4,598	....	16,205
	IC	....	....	....	....	....	....	....
Total		....	13,759	....	....	4,598	....	18,357
[fol. 102]								
Domestic	GCL	2,444	14,830	....	13,612	36,561	....	67,447
	LR&N	30,078	33,091	....	19,804	5,359	....	88,332
	ML&T	7,439	56,779	50	5,704	31,223	....	101,194
	MoP	76,747	47,492	....	....	....	....	124,239
	T&P	11,763	109,592	1,049	11,694	33,232	....	167,330
	IC	7,847	8,690	912	711	....	....	18,160
Total		136,317	270,474	2,011	51,525	106,375	....	566,073
Deducted		1,701	50,778	93	10,234	11,732	....	74,538
Net local		134,616	219,696	1,918	41,291	94,643	*356,230	492,164
Concentrated and reshipped all rail	GCL	41	4,152	....	250	1,285	....	5,728
	LR&N	668	3,208	....	2,979	319	....	7,174
	ML&T	58	5,368	....	330	1,420	....	7,176
	MoP	....	....	....	....	....	....	....
	T&P	934	35,913	93	6,675	2,880	....	46,495
	IC	....	....	....	....	....	....	....
Total		1,701	48,641	93	10,234	5,904	....	66,573

[fol. 103]

Coastwise	GCL	....	....	....	....	212	....	212
	LR&N	....	743	....	....	316	....	1,059
	ML&T	....	1,394	....	....	3,809	....	5,203
	MoP	....	....	....	....	....	....	....
	T&P	....	....	....	....	....	....	....
	IC	....	....	....	....	....	....	....
Total		....	2,137	....	....	4,337	....	6,474
Export	GCL	....	....	....	....	789	....	789
	LR&N	....	....	....	....	....	....	....
	ML&T	....	....	....	....	....	....	....
	MoP	....	....	....	....	....	....	....
	T&P	....	....	....	....	702	....	702
	IC	....	....	....	....	....	....	....
Total		....	....	....	....	1,491	....	1,491
Total concentrated		1,701	50,778	93	10,234	11,732	....	74,538

6/17/26.

*From Arkansas and Missouri 136,534 bales, which are interstate; from Louisiana 219,696 bales, which are intrastate, subject to the intrastate rates.

[fol. 104] **Exhibit No. 202, Witness Stakelum**

Docket 14940 et al

Statement of various switching charges applicable at New Orleans on cotton from cotton warehouses to shipside, worked out on per-bale basis for cars loaded with sixty-five bales, fifty bales, and forty bales, respectively; also average of the charges worked out on same basis. (See Note.)

Based on per-car charge of	When loaded 65 bales per car the per-bale charge is	When loaded 50 bales per car the per-bale charge is	When loaded 40 bales per car the per-bale charge is
$17.80	27.4¢	35.6¢	44.5¢
15.30	23.54¢	30.6¢	38.75¢
13.05	20.01¢	26.1¢	32.62¢
7.00	10.77¢	14.0¢	17.5¢
Based on average per-car charge of			
$13.29	20.44¢	26.58¢	32.22¢

Tariff Authority:
N. O. P. B. 1-J, I. C. C. 25.
I. C. R. R. 2-B, I. C. C. 6700.
T. M. T. Co. ——.

NOTE.—In addition to the switching charges unloading of 5 cents per bale, plus tollage of 3.75 cents per bale, total 8.75 cents per bale, must be added to determine total cost of making shipside delivery.

[fol. 105] **Exhibit No. A-204**

I. C. C. Dockets 11965, 13991, 14940

Statement Showing Average Detention of Cotton Arriving at New Orleans, La., via Gulf Coast Lines in Export Through Bills of Lading

	Years	
	1924, days	1925, days
October	5.1	0
November	3.2	8
December	7.3	6.2

This covers cotton which it was necessary to unload in our warehouse, awaiting arrival of steamer.

[fol. 106] Statement Showing Number of Bales Cotton Concentrated in Transit and Number of Bales Cotton Compressed in Transit (not Concentrated) at Opelousas, La., on Gulf Coast Lines, as shown Below, for the Seasons Ending July 31, 1923, 1924, and 1925

	Season			
	1923, bales	1924, bales	1925, bales	Name of compress
Compressed	—	—	158	Opelousas Compress Company
Concentrated	—	705	2851	

[fol. 107] I. C. C. Docket No. 14940

Louisiana Railway & Navigation Company

Statement of Cotton Compressed in Transit and Cotton Concentrated at Points on Louisiana Railway & Navigation Company During Three Years Ending July 31, 1923, 1924, 1925.

Cotton Compressed in Transit (not Concentrated), Bales

Point	Name of compress	August 1st to 7-31-23	8-1-23 to 7-31-24	8-1-24 to 7-31-25	Total
Shreveport, La.	American Compress & W. H. Co.	None	None	None	None
Alexandria, La.	Alexandria Compress & W. H. Co.	3,286	4,640	5,769	13,695

Cotton Concentrated (Bales)

Shreveport, La.	American Compress & W. H. Co.	4,945	10,843	9,318	25,106
Alexandria, La.	Alexandria Compress & W. H. Co.	3,381	4,825	2,223	10,429
		8,326	15,668	11,541	35,535

Compress charges at all points on this line are 18¢ per 100 pounds.

Compress charges are settled on actual weights furnished shipper, who in turn furnishes the LR&N Company such weights.

[fol. 108] I. C. C. Dockets 11965, 13991, and 14940

Louisiana Railway & Navigation Company, Louisiana Railway & Navigation Company of Texas

Number of bales of cotton moving to New Orleans from the States of Arkansas, Louisiana, Oklahoma, and Texas for the months of October, November, December of the years 1924 and 1925, and average detention on such cotton

		No. bales	Average detention
1. For year 1924.			
(a) Domestic, October, 1924:			
Arkansas	8,646		
Louisiana	10,748		
Oklahoma	2,237		
Texas	2,116		
	23,747	23,747	3½ days
(b) Export, October, 1924:			
Arkansas	3,036		
Louisiana	28		
Oklahoma	300		
Texas	none		
	3364	3364	10 days
(c) Coastwise, October, 1924:			
Arkansas	none		
Louisiana	109		
Oklahoma	none		
Texas	none		
	109	109	2½ days
(d) Domestic, November, 1924:			
Arkansas	5,222		
Louisiana	6,572		
Oklahoma	6,274		
Texas	1,542		
	19,610	19,610	3½ days

		No. bales	Average detention
(e) Export, November, 1924:			
Arkansas	8,593		
Louisiana	none		
Oklahoma	505		
Texas	none		
	9,098	9,098	10 days
(f) Coastwise, November, 1924:			
Arkansas	none		
Louisiana	424		
Oklahoma	none		
Texas	none		
	424	424	2½ days
[fol. 108½] (g) Domestic, December, 1924:			
Arkansas	6,870		
Louisiana	5,693		
Oklahoma	5,406		
Texas	736		
	18,705	18,705	3½ days
(h) Export, December, 1924:			
Arkansas	8,068		
Louisiana	101		
Oklahoma	914		
Texas	none		
	9,083	9,083	10 days
(i) Coastwise, December, 1924:			
Arkansas	none		
Louisiana	813		
Oklahoma	none		
Texas	none		
	813	813	2½ days

2. For year 1925:		No. bales	Average detention
(a) Domestic, October, 1925:			
Arkansas	4,716		
Louisiana	10,837		
Oklahoma	2,037		
Texas	1,035		
	18,625	18,625	3½ days
(b) Export, October, 1925:			
Arkansas	7,648		
Louisiana	259		
Oklahoma	83		
Texas	none		
	7,990	7,990	10 days
(c) Coastwise, October, 1925:			
Arkansas	none		
Louisiana	1,035		
Oklahoma	none		
Texas	none		
	1,035	1,035	2½ days
(d) Domestic, November, 1925:			
Arkansas	4,158		
Louisiana	6,020		
Oklahoma	3,660		
Texas	580		
	14,418	14,418	3½ days
(e) Export, November, 1925:			
Arkansas	7,081		
Louisiana	none		
Oklahoma	867		
Texas	none		
	7,948	7,948	10 days

		No. bales	Average detention
[fol. 109] (f) Coastwise, November, 1925:			
Arkansas	none		
Louisiana	20		
Oklahoma	none		
Texas	none		
	20	20	2½ days
(g) Domestic, December, 1925:			
Arkansas	3,175		
Louisiana	5,304		
Oklahoma	3,884		
Texas	400		
	12,763	12,763	3½ days
(h) Export, December, 1925:			
Arkansas	6,100		
Louisiana	none		
Oklahoma	777		
Texas	none		
	6,877	6,877	10 days
(i) Coastwise, December, 1925:			
Arkansas	none		
Louisiana	1,401		
Oklahoma	none		
Texas	none		
	1,401	1,401	2½ days

[fol. 110] I. C. C. Docket 14940 et al.

Southern Pacific Lines in Louisiana

Statement of Cotton Compressed in Transit and Concentrated in Transit at Louisiana Compresses on the Southern Pacific Lines in Louisiana

	Opelousas	Alexandria
Number of bales compressed in transit (not concentrated) handled for the season:		
1923-4	....	....
1924-5	1548	1157
Number of bales concentrated in transit:		
1923-4	13354	....
1924-5	21727	....
Rate for the service of compressing paid by carriers to compress company	18¢ Cwt.	18¢ Cwt.
Method used by carriers in arriving at weights used in making settlement with compresses	Based on Gin Weights	

Names of Compresses

Alexandria, Louisiana—Alexandria Compress Company.
Opelousas, Louisiana—Opelousas Compress Company.
6/2/26.

[fol. 111] I. C. C. Docket 14940 et al.

Southern Pacific Lines in La.

Statement of Cotton to New Orleans on Through Export Bills of Lading for the Months of October, November, and December, 1924 and 1925, with Detention to Same

3-month period	No. of bales	Cars	Detention in cars	Cars	Detention in shed
1924	8,655	48	203 days	84	967 days

48 Cars' detention 203 days average 4¼ days per car.
84 Cars unloaded, detention 967 days, average 11½ days per car.

1925	10,711	97	338 days	71	466 days

97 Cars' detention 338 days average 3½ days per car.
71 Cars unloaded, detention 466 days, average 6½ days per car.

[fol. 112] I. C. C. Docket 14940 et al.

Application of Rates on Cotton to Gulf Ports

Statement of Detention to Cars Containing Export Cotton at New Orleans, La., on the T. and P. Railway During the Months of October, November, and December, 1924 and 1925

	1924	1925
Total Number of Cars	288	141
Total Number of Bales	15,861	6,957
Average Bales Per Car	55.1	49.3
Total Car Detention (Days)	1,609	401
Average Days Detention Per Car.....	5.6	2.8
Additional Detention in Warehouse:		
Total Days	70,097	24,090
Average Per Bale	4.4	3.5

HZ 6/14/26

[fol. 113]

Exhibit No. A-206

I. C. C. 14940

Cost per 1,000 Gross Ton-miles Based on Total Expenses Assigned to Freight on Representative Railroads in Texas and Louisiana for the Calendar Years 1924 and 1925

	1924			1925		
	Gross ton-miles	Expense	Cost per 1,000 gross ton-miles	Gross ton-miles	Expense	Cost per 1,000 gross ton-miles
T. & P.	4,827,204	$18,042,262.39	3.74	5,372,371	$19,189,743.29	3.57
M. K. & T. of Tex.	3,439,649	11,264,434.26	3.27	3,608,998	11,609,831.61	3.22
I. & G. N.	2,199,682	9,415,077.42	4.28	2,495,999	9,862,800.86	3.95
St. L. & S.W. of Tex.	1,041,459	5,928,480.47	5.69	1,067,458	5,698,596.05	5.34
T. & B. V.	405,935	1,962,916.43	4.84	425,781	2,170,155.65	5.10
G. C. & S. F.	5,662,024	17,100,772.00	3.02	5,963,190	17,033,327.37	2.86
Gulf Coast Lines (Inc. the S. A. U. & G.)	2,472,020	7,208,894.27	2.92	2,750,574	7,722,817.25	2.81
Southern Pacific (La. & Tex. Lines)	10,939,341	40,017,170.43	3.66	10,832,620	40,555,251.88	3.74
Totals	30,987,314	110,940,007.67	3.58	32,516,991	113,842,523.96	3.50
Weighted Average Cost			3.58			

Exhibit No. AX

Statement of Car Detention and Demurrage Assessed at Galveston on Export Traffic

Cotton moving under through bills of lading			Cotton moving under local bills of lading marked for export			All other export traffic			Total all export traffic		
No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention
					August, 1920						
364	.....	822	243	.....	601	643	$140.00	2,590	1,250	$140.00	4,013
					Average Detention per Car						
	2.26 days			2.47 days			4.03 days			3.21 days	
					September, 1920						
586	.....	1,556	722	.....	2,300	665	$80.00	3,193	1,973	$80.00	7,049
					Average Detention per Car						
	2.66 days			3.19 days			4.80 days			3.57 days	
					October, 1920						
1,723	.....	6,049	1,325	$26.00	5,121	804	$288.00	5,613	3,852	$314.00	16,783
					Average Detention per Car						
	3.51 days			3.86 days			6.98 days			4.36 days	
					November, 1920						
1,623	$5.00	6,886	1,681	$39.00	8,078	1,078	$2,025.00	11,777	4,382	$2,069.00	26,721

				Average Detention per Car							
	4.23 days			4.81 days			10.92 days			6.10 days	
				December, 1920							
1,133	.....	3,772	920	$3.00	2,960	689	$1,147.00	8,138	2,742	$1,150.00	14,870
				Average Detention per Car							
	3.33 days			3.22 days			11.81 days			6.02 days	
				Totals and Averages for Period August, 1920, to December, 1920, Inclusive							
5,429	$5.00	19,065	4,891	$68.00	19,060	3,879	$3,680.00	31,311	14,199	$3,753.00	69,436
	3.51 days			3.90 days			8.07 days			4.86 days	
[fol. 115]											
				August, 1921							
584	.....	1,552	606	.....	1,749	778	$24.00	3,095	1,968	$24.00	6,396
				Average Detention per Car							
	2.66 days			2.89 days			3.98 days			3.25 days	
				September, 1921							
981	.....	3,430	768	$22.00	2,470	1,236	$84.00	5,689	2,985	$106.00	11,589
				Average Detention per Car							
	3.50 days			3.22 days			4.60 days			3.88 days	
				October, 1921							
2,087	.....	8,872	1,017	$20.00	3,835	1,162	$234.00	6,140	4,266	$254.00	16,847

Exhibit No. AX—Continued

Cotton moving under through bills of lading			Cotton moving under local bills of lading marked for export			All other export traffic			Total all export traffic		
No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention
	Average Detention per Car										
	3.29 days			3.77 days			5.28 days			3.95 days	
					November, 1921						
1,448	.....	6,952	606	$27.00	2,636	908	$316.00	4,279	2,962	$343.00	13,867
	Average Detention per Car										
	4.80 days			4.35 days			4.71 days			4.68 days	
					December, 1921						
695	$81.00	2,901	670	$2.00	2,046	784	$579.00	4,283	2,149	$472.00	9,230
	Average Detention per Car										
	4.17 days			3.05 days			5.46 days			4.30 days	
					Totals and Averages for Period August, 1921, to December, 1921, Inclusive						
5,795	$81.00	21,707	3,667	$71.00	12,736	4,868	$1,037.00	23,486	14,330	$1,189.00	57,929
	3.75 days			3.47 days			4.82 days			4.04 days	
[fol. 116]											
					August, 1922						
56	.....	83	296	.....	572	1,238	$176.00	4,670	1,590	$176.00	5,325

				Average Detention per Car							
	1.48 days			1.96 days			3.77 days			3.35 days	
				September, 1922							
477	.....	1,104	755	.....	1,816	1,559	$1.00	4,870	2,791	$1.00	7,790
				Average Detention per Car							
	2.31 days			2.41 days			3.12 days			2.79 days	
				October, 1922							
1,113	.....	3,395	662	$6.00	2,264	1,697	$55.00	6,621	3,472	$61.00	12,280
				Average Detention per Car							
	3.05 days			3.42 days			3.94 days			3.54 days	
				November, 1922							
1,221	.....	5,210	509	$13.00	1,985	1,038	$142.00	4,459	2,768	$155.00	11,654
				Average Detention per Car							
	4.27 days			3.90 days			4.30 days			4.21 days	
				December, 1922							
511	.....	1,472	264	$12.00	791	1,039	$92.00	3,816	1,814	$104.00	6,079
				Average Detention per Car							
	2.88 days			2.99 days			3.67 days			3.35 days	
				Totals and Averages for Period August, 1922, to December, 1922, Inclusive							
3,378	.....	11,364	2,486	$31.00	7,428	6,571	$466.00	24,436	12,435	$497.00	43,128
	3.33 days			2.99 days			3.72 days			3.47 days	

Exhibit No. AX—Continued

Cotton moving under through bills of lading			Cotton moving under local bills of lading marked for export			All other export traffic			Total all export traffic		
No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention
[fol. 117]											
					August, 1923						
102	.....	124	411	.....	619	957	$30.00	2,838	1,470	$30.00	3,581
					Average Detention per Car						
	1.31 days			1.51 days			2.97 days			2.44 days	
					September, 1923						
564	.....	952	638	.....	1,241	1,158	$6.00	3,225	2,360	$6.00	5,418
					Average Detention per Car						
	1.69 days			1.95 days			2.78 days			2.30 days	
					October, 1923						
729	.....	1,344	879	.....	1,841	2,378	$58.00	6,902	3,986	$58.00	10,087
					Average Detention per Car						
	1.84 days			2.09 days			2.90 days			2.53 days	
					Totals and Averages for Period August, 1923, to October, 1923, Inclusive						
1,395	.....	2,420	1,928	.....	3,701	4,493	$94.00	12,965	7,816	$94.00	19,086
	1.73 days			1.92 days			2.89 days			2.44 days	

[fol. 118] Statement of Car Detention and Demurrage Assessed at Galveston on Cotton Taking Local Delivery

No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention
	1920			1921		August	1922			1923	
395	$127.00	1,006	1,486	$1,079.00	4,340	1,112	$41.00	2,416	1,997	$216.00	3,144
	2.55 days			2.92 days			2.17 days			1.57 days	
						September					
1,726	$624.00	4,741	2,148	$390.00	6,004	3,968	$792.00	10,138	5,103	$1,658.00	12,088
	2.75 days			2.80 days			2.55 days			2.37 days	
						October					
3,031	$1,434.00	10,552	3,568	$1,063.00	12,116	5,734	$4,112.00	19,338	5,854	$6,217.00	18,080
	3.48 days			3.40 days			3.37 days			3.09	
						November					
3,205	$4,232.00	14,583	2,890	$4,824.00	12,227	5,097	$13,461.00	24,478	....	.....	....
	4.55 days			4.23 days			4.80 days		....	.....	....

Exhibit No. AX—Continued

Cotton moving under through bills of lading			Cotton moving under local bills of lading marked for export			All other export traffic			Total all export traffic		
No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention	No. of cars	Demurrage	Total detention
					December						
2,398	$2,191.00	9,160	2,079	$878.00	6,264	2,301	$846.00	6,719	....	.....	....
					Average Detention per Car						
	3.82 days			3.01 days			2.92 days		....	.....	....
					Totals and Averages for Periods Shown Above						
10,755	$8,608.00	40,042	12,171	$8,234.00	40,951	18,212	$19,252.00	63,089	12,954	$8,091.00	33,312
	4.89 days			3.36 days			3.46 days			2.57 days	